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BRITISH TO THE BACKBONE.

[67-2

No. 18,031. 第一萬八千零三十一號 丙辰年正月二十三日 HONGKONG, FRIDAY, FEBRUARY 25TH, 1916. 五拜禮 中華民國五年二月十五號 PRICE, $3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

Feb. 25th.—Europe (*vid* Siberia), per s.s. YINGCHOW.

Feb. 27th.—Europe (*vid* Siberia), per s.s. SHANTUNG.

Feb. 28th.—The English mail, per s.s. NOVARA.

TO DEPART

Feb. 25th.—Europe *vid* Siberia, at 10 a.m., per s.s. AMAZONE.

Feb. 26th.—Europe *vid* Siberia, at 5 p.m., per s.s. LUCHOW.

Feb. 29th.—Philippine Islands, Japan *vid* Nagasaki, Honolulu, Canada, North and South America *vid* San Francisco, and United Kingdom *vid* Canada, at 9.30 a.m., per s.s. NIPPON MARU.

Feb. 29th.—Europe *vid* Siberia, at 3 p.m., per s.s. KIUKIANG.

Mar. 5th.—Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 9 a.m., per s.s ATLANTIQUE.

N B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

CHEUNG YIK ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net.
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SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 9th December, 1914 119

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

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FOR SALE.

POSTAGE STAMP CATALOGUES

FOR

1916.

GRACA & CO.,

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Hongkong, 6th January, 1916. [120

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

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Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging

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Hongkong, 4th February, 1916 [70

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 „ to 10.00 „ ... „ 10 „
10.00 „ to 11.00 „ ... „ 15 „
11.30 „ to 12.45 p.m.... „ 15 „
12.45 p.m. to 1.15 „ ... „ 10 „
1.15 „ to 1.45 „ ... „ 15 „
1.45 „ to 2.15 „ ... „ 10 „
2.15 „ to 5.00 „ ... „ 15 „
5.00 „ to 8.10 „ ... „ 10 „

NIGHT CARS.

8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m
Every Quarter-Hour.

SUNDAYS.

7.45 a.m to 10.30 a.m....Every 15 minutes.
10.30 „ to 11.00 „ ... „ 10 „
11.30 „ to 12.00 noon „ 15 „
12.00 noon to 1.00 p.m.... „ 10 „
1.00 p.m. to 5.00 „ ... „ 15 „
5.00 „ to 6.00 „ ... „ 10 „
6.00 „ to 7.00 „ ... „ 15 „
7.00 „ to 8.10 „ ... „ 10 „

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers

Hongkong 12th June, 1915. 85

MITSU-BISHI

DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers, Manufacturers of Contraflo Condensers, Stone's Manganese Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c. &c.

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TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1.	Dock No. 2.	Dock No. 3
Length on Keel Blocks	510 feet	350	714 feet.
Width of Entrance on bottom	77 „	52	88 „
Water on Blocks at Spring Tide	26 „	24	34 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

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TELEGRAPHIC ADDRESS:—"DOCK," KOBE.

FLOATING DOCKS.

Lifting Power	No. 1. 7,000 tons.	No 2.	19,000 tons.
Max. Length of Ship taken in	„ 460 feet.	„	580 feet.
Max. Breadth of Ship taken in	„ 56 „	„	66 „
Max. Draft of Ship taken in	„ 23 „	„	26 „

The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimonoseki)

TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel Blocks	368 feet 0 inch.
Breadth at Entrance on bottom	56 „ 0 „
Depth of Water on Blocks at Spring Tide	25 „ 7 „

Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application.

[72

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KAIPING COAL:

Now well-known throughout the East for
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AGENTS.

Hongkong, 1st October, 1914. [36

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THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently-equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seiton (Tsingtao) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service to Petrograd.	
				Sakaki	Kobe
$ 46 / £ 9 20 / Y 32	Shanghai (S.M.R. Stn.)	Lv.	Portsmouth	Tues.	Sat. Mor.
	Tsingtao „	Ar.	„	—	—
	Dairen „	Lv.	„	Th.	Tues.
Y 14.80	(S.M.R. Train)	Lv.	8.30 p.m.	Thursday.	
	Mukden „	Ar.	11.55 „	„	
F 11.50	„	Lv.	11.50 „	„	
	Changchun „	Ar.	7.10 a.m.	Friday	
R 9.00	(Russian Train)	Lv.	*9.00 „	„	
	Harbin „	Ar.	*2.00 p.m.	„	

SOUTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service from Petrograd.	
				Thursday	
R 9.00	Harbin (Russian Train)	Lv.		10.10 a.m.	
	Changchun „	Ar.		4.30 p.m.	Friday.
	(S.M.R. Train)	Lv.		5.00 „	„
Y 14.80	Mukden „	Ar.		8.55 p.m.	„
	„	Lv.		1.25 „	Fri. Wed.
Y 13.80	Dairen „	Ar.		1.00 „	Sat. —
	(S.M.R. Stn.)	Lv.		Noon.	Mor. Fri.
$ 46 / £ 9 20 / Y 32	Tsingtao „	Ar.		Passengers	
	Shanghai „	Ar.		„	Sakaki Kobe

* Russian Train Time is 28 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

To the dairy train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.30 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

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SOUTH MANCHURIA RAILWAY CO., DAIREN.

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MINING DEPARTMENT,
SOUTH MANCHURIA RAILWAY CO., DAIREN.

[69

FORMOSA (TAIWAN) INDUSTRIAL EXHIBITION

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AT TAIPEH (TAIHOKU).

For particulars apply to—

THE JAPANESE CONSULATE-GENERAL.
AND
MR. H. NAKAYAMA.
CARE OF NIPPON CLUB.

Hongkong, 16th February, 1916. [301

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SMOKELESS POWDER and CHILLED SHOT. From No 10 to SSSG. at $5, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. '89

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(MITSU BISHI CO.)

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For Particulars, apply to—
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Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914 [71

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915. 77

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CALDBECK, MACGREGOR & Co.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

115

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.

J. H. TAGGART,
Manager.

16

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 373.
Tel. Address: "VICTORIA."

J. WITCHELL,
Manager.

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PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central.

Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine. Roof Garden and Social Rooms. European Runner meets Steamers.

P. O. PEUSTER,
Manager.

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THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.

For further particulars, apply to—

THE MANAGER,
Macau.

Tel. Add. "Phœnix," Macau.
1st February, 1915. [31

THE VICTORIA HOTEL, CANTON.

Situated on the British Concession, Shameen,
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr. and Mrs. GEO. E. EYLES.

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SAVOY HOTEL.

21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL in the City. Near to everywhere, and providing all modern conveniences.

American or European Plan.

Rates $4 and $5 per day

Special terms to monthly guests.

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PIANOS

BRITISH-MADE THROUGHOUT.

NEW MODELS

JUST RECEIVED.

INSPECTION INVITED.



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FURNISHED FLATS.

THE Undersigned are prepared to furnish some of their Tregunter Mansions (May Road) Flats to suit intending tenants. These Flats have first-class appointments which include English Baths and Kitchen ranges, hot water supply and water-closets. They are of two kinds, viz.: Flats with 2 Bedrooms and 2 Sitting Rooms and Flats with 3 Bedrooms and 1 Sitting Room. The latter are specially suitable for Bachelors. Arrangements could be made if desired for the use, in common with certain other tenants, of the adjoining fresh water swimming bath.

Apply to

HUMPHREYS ESTATE & FINANCE Co., LTD.
Alexandra Buildings.

Hongkong 26th January, 1916. [265

TO LET—FURNISHED.

NO. 5, MORRISON HILL. 6-Roomed House, 4 Bedrooms and 4 Bathrooms. Vacant from 1st March.

Apply—
HARRY WICKING & Co.

Hongkong, 3rd February, 1916. [235

TO LET.

A splendid set of OFFICE ROOMS on the First Floor of No. 10, Des Vœux Road Central (above the Robinson Piano Co.), comprising Three Large and Two Small Rooms with Outhouses and Servants' Quarters. The Premises are being thoroughly repaired and renovated. Centrally located in the vicinity of the Banks and Shipping Offices. Rent moderate.

Apply to—
MOW FUNG & Co.,
10, Des Vœux Road Central.

Hongkong, 18th February, 1916. [302

TO LET.

OFFICES, 5, Duddell Street, now in occupation of Messrs. Radecker & Co.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 17th February, 1916. [295

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply—
DEACON, LOOKER, DEACON & HARSTON.

Hongkong, 19th October, 1915. [90

TO LET.
From 1st March.

GODOWN, No. 6, Duddell Street.

Apply— A. B. AVASIA,
Care of E. PABANEY,
No. 1, Duddell Street

Hongkong, 2nd February, 1915. [63

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.

No. 141, Wanchai Road, Large and Spacious Godown.
"SHORNCLIFFE," Garden Road, to let Furnished, 6 Rooms.
"GLENIFFER," 3, Hankow Road, Kowloon.
"EILANDONAN," No. 5, Des Vœux Villas, No. 54, THE PEAK, Fully Furnished, including Piano, from 1st May to 30th November.
"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st May, 1916.
No. 2, ZETLAND STREET.
No. 21, SHELLEY STREET.
No. 25, SHELLEY STREET.
No. 25, SEYMOUR ROAD, WOODLANDS VILLA WEST.
No. 58, PEEL STREET on Caine Road level.
"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.
"HARTING," Austin Road, Kowloon.
"ROSENEATH," 2, Hankow Rd., Kowloon.
No. 6, BELILIOS TERRACE.
No. 25, BELILIOS TERRACE, with entrance on Conduit Road.
ONE GODOWN, No. 8 Burrows Street, Wanchai.
TWO GODOWNS, in Duddell Street.
No. 2, DES VŒUX VILLAS, 51, PEAK (Unfurnished).
No. 59, THE PEAK (5 CAMERON VILLAS.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 18th February, 1916. 35

TO LET.

OFFICES in PRINCE'S BUILDINGS, Second Floor, formerly occupied by Messrs. Wm. Meyerink & Co.

Apply—
ALEX. ROSS & Co.,
Liquidators,
WM. MEYERINK & Co.

Hongkong, 9th February, 1916. [252

TO LET.

OFFICES in Queen's Building.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 8th December, 1915. [105

TO LET.

NOS. 9 and 10 MOUNTAIN VIEW, PEAK.

Apply to—
M. J. D. STEPHENS.

Hongkong, 12th November, 1915. [97

TO LET.

NO. 11, GAGE STREET, from 1st January, 1916.

Apply to—
J. VINCENT BRAGA,
Toyo Kisen Kaisha.

Hongkong, 16th November, 1915. [100

TO LET.

A HOUSE in Knutsford Terrace, Kowloon

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 24th October, 1915. [37

TO LET.

TWO HOUSES in "STONEHENGE," No. 5, Robinson Road. Newly done-up and remodelled.

Each House contains downstair Two Good Rooms and upstairs Three Bedrooms, each with Bathroom.

Outhouses and Grass Tennis Court.

Shortly available for occupation.

Apply to—
DAVID SASSOON & Co., LTD.

Hongkong, 22nd December, 1915. [112

ASAHI BEER



DAI NIPPON BREWERY CO. TOKIO JAPAN

OBTAINABLE EVERYWHERE.

SOLE AGENTS

MITSU BUSSAN KAISHA.
HONGKONG.

108

BRITISH TRADE IN CHINA.

RADICAL CHANGE IN OUR METHODS ADVOCATED.

BLIGHTING INFLUENCE OF THE FOREIGN OFFICE.

"I am broken-hearted about British trade in China," said Mr. Moore-Bennett to a representative of the *Daily Press* yesterday. Some may incline to the belief that the mere fact of making such a statement places the speaker among the ranks of the born pessimists. It should be remembered, however, that Mr. Bennett can speak with authority on these matters. The whole of his business interests are in China. He has lived in the Far East for a considerable number of years. His headquarters are in Peking. He speaks the Mandarin language, and has travelled the country in the interests of British trade as extensively, probably, as any Englishman now living. Moreover, he is the Organiser and Managing-Director of the Anglo-Chinese Engineering Association, Ltd., an association of some 30 or more British Companies recently formed to secure as important a place as possible in the Chinese market. He has had exceptional facilities for studying both sides of the business problem. First and foremost, he speaks as a practical trader. He knows the Chinese point of view and has had what he would describe as "bitter experience" of the attitude usually adopted by the British official, both at home and abroad, towards commercial affairs. His views are, therefore, worthy of something more than a cursory examination.

"WE ARE LOSING OUR TRADE."

No one could speak for long with Mr. Moore-Bennett and retain the idea that he is a pessimist. He is a man of forceful, energetic character and one who knows his own mind and is not afraid of expressing his opinions. "We are losing our trade," he said, "and the Americans and Japanese are getting it. The reason is that the Germans, Americans and Japanese have educated the Chinese up to this idea—that however good your stuff may be it does not matter if you cannot get your Minister or your Consul to vouch for yourself and your goods. Take an example. Supposing one goes to a Provincial Government to quote for a paper-mill. One is able to quote a competitive price. The Chinaman asks: "Will your Consul guarantee this machinery and that we shall finally get it?" The American, the German, and the Japanese Consuls will do this for their countrymen. The British Consul "will have received no instructions." In the old days when there was no competition it was the individual who counted. In these times if we do not adapt our methods to those of our competitors we lose the trade. It is impossible for the best salesman in the world to put the business through. Recently, for the first time in my life, I managed to get two letters of introduction from the British Commercial Attaché in Peking, but that is not the point. It is general support that is needed."

A STRIKING CONTRAST IN METHODS.

It was suggested to Mr. Bennett that the bolstering up of British trade by subsidies and other artificial means was strongly deprecated in some quarters on the ground that it would tend to destroy enterprise, initiative and the wholesome character of independence upon which the British trader has so successfully relied in the past.

Mr. Bennett brushed the old shibboleth aside with a gesture of contempt. "We do not want subsidies or anything of the kind," he said, "a little account of what happened in Peking a month or two ago will, perhaps, best illustrate what I mean. I arrived in the Capital on November 19th and called on Sir John Jordan on the 22nd and on the Commercial Attaché a little later. I desired a direct and special introduction to the Chinese Government. What was the result? The Commercial Attaché informed me that he could introduce me only to the Chinese Government if I had letters of introduction from the Foreign Office at Home, and there, for the time being, the matter ended. Two days afterwards Mr. Meyer, of Anderson & Meyer, the big American combine, which is supported by Mr. J. P. Morgan and is reputed to have any amount of money behind it, came to Peking. He called upon his Minister and Mr. Reinsch gave a dinner in his honour at which four or five of Mr. Meyer's lieutenants, Mr. Arnold, the American Commercial Attaché, and six of the heads of the chief Chinese Ministries were present. The following day the American Minister took Mr. Meyer personally to call on the various heads of the Chinese Government Departments, and the Commercial Attaché went with Mr. Meyer's lieutenants to see the Secretaries of those Departments. Nothing that we could do, nothing that any Commissioner could do, would induce the British Minister to do that for me or any other Englishman. That fact places us on a different plane from our competitors in China."

INDIVIDUALS *v.* NATIONS.

"We are working individually, and they are working nationally. Of course, I know the old, old story which is repeated *ad nauseam* that Diplomatic officers cannot help individual traders. I go to Sir John Jordan and he says he cannot assist me particularly because I am simply an individual. I reply that I am not an individual in that sense of the term, and the whole difficulty of the matter lies there. Other nations look at the question in a totally different and more practical fashion. They do all they can to help their nationals not as individuals but as representatives of the nation's trade. By helping these men they know they are helping their nation. Thus we are handicapped. Our system is a negative and not a positive one. Our officials will tell us a thousand things that we may not do. They will never tell us what we may do. I am not working for myself in any spirit of selfishness. As a matter of fact, the experience I have gained would probably give me an advantage over any new arrivals from firms in Great Britain if they were left to themselves. But why should they be so left? All British manufacturers should have the same measure of support accorded to them. I represent now more than 30 engineering firms, every one of which is controlled by the Government. Our output is closely scrutinised, and yet, even in these times, we cannot get anything like the support that is given to American manufacturers by the American officials."

THE DIPLOMATS' CONTEMPT OF TRADE.

"The Government never did a single thing to help us get our trade. Now they have taken over our output and we are losing our markets. There is no guarantee that they will help us to regain them. If Britain loses its trade it becomes a third-rate Power, whatever the result of the war. Our Diplomatic officers look down on trade. There is no getting away from the fact. They do. They should be taught to recognise that trade pays their salaries and that they are the servants of trade. After the war in Europe is over a great world-wide economic war is coming, and I am afraid that this economic war will find us just as unprepared as we were for the military struggle. I should be a madman to imagine that I could fight Germany's military strength single-handed. Individual British manufacturers will have no better chance, under present conditions, of fighting single-handed against Germany's organised economic strength. Germany is preparing the ground in China in the most efficient manner for the trade war that is ahead. Do not let us forget that."

GERMAN ORGANISATION IN CHINA.

In answer to a question regarding the direct influence of the war upon trade in China, Mr. Moore-Bennett said, of course, trade had been affected adversely, but business could be done and British manufacturers could deliver. The lack of support, however, upon which he had commented was acting as a deterrent. The Japanese and Americans stated that they could quote exact prices, whereas the British manufacturer could not do this. No one could quote freights, but the Japanese and American guaranteed quick delivery, whilst there were inevitable delays on the British side. "The Germans are doing very well indeed in China now," said Mr. Bennett. "In Hankow, Tientsin, and Shanghai their godowns are full and a good deal of stuff is being shipped under Chinese names. Of course, they are doing no import trade, but they are using every means at their disposal for organising a splendid jumping-off ground when the war is over. The money from the Boxer indemnity and from the short-term loans is being utilised for the opening up of numerous small offices in the interior. They are concentrating on the trade in aniline dyes and electrical apparatus, and when peace is declared Germany will have a tremendous sales organisation prepared to provide the greatest possible facilities for the disposal of German goods in China."

THE REMEDY.

Having diagnosed what is wrong, Mr. Moore-Bennett was asked what suggestions he could make for remedying the existing state of affairs, and, in defence of the Government, he was asked if the appointment of a Commercial Attaché in Peking was not, at any rate, a step in the right direction.

"The appointment of the Commercial Attaché in Peking was a sop to the agitation of certain Chambers of Commerce," replied Mr. Bennett, "but we do not want Consular officers to be directly concerned in guarding our trade interest. We want a Minister of Commerce in London, and he should not be under the control of the Foreign Office in any shape or form. That would be fatal. He must be completely free. The present Board of Trade is by no means free. The Minister of Commerce should have in every country—in Argentine, Brazil, China and in all the greater buying centres of the world—absolutely commercial men without any Foreign Office training of any sort. They should speak the language of the country and, of course, be conversant with the particular trade conditions. These men should act as advisers to the Minister at Home. It would be impossible to get a really competent business man to act as Commercial Adviser in China for the salary at present paid, but, of course, the salary should be made sufficient to attract the right man for the post. In China, for example, we should have the Commercial Attachés or Advisers in Hankow, Shanghai, Peking, and Canton. Their offices, in each of which there should be at least two Chinese assistants, should be regarded as bases. The principal in each case should spend his time travelling in the country surrounding the base office and should keep in telegraphic communication with that office. His clerks should get out daily reports, and these should be edited and printed in China and sent to the Minister of Commerce. At present the Consular reports and Commercial Attaché reports are frequently delayed nine months from the time they are written to the time they are published in Great Britain. They are, consequently, more history than anything else. These men will be able to put British manufacturers in touch with business and will be able to say just how much reliance may be placed on a client as regards the probability of payment. On the other side, the Minister of Commerce, should supervise the work in the home factories, show the manufacturers how they can work for the greatest general efficiency, and inform them regarding the possibilities of foreign markets. In many ways such as this the country's production could be materially increased.

COMBINATION OF MANUFACTURERS.

"Again manufacturers at Home should combine to obtain direct representation in foreign Countries. Groups should be formed—as many, of course, as possible—but in no group should there be two firms in direct competition. In this way it would be possible to form an efficient organisation at a minimum of expense. In China, for example, it would be quite impossible for one firm to stand the expense involved in the establishment of a local office and the employment of a suitable and influential compradore."

BRITISH MERCHANT HOUSES IN CHINA.

It was suggested that British manufacturers might place their interests in the care of mercantile houses already long established in the China trade, but Mr. Bennett denounced such a policy as absolutely suicidal. He apparently regarded the China merchants with their long strings of Agencies as about the greatest menace which the British manufacturer is called upon to face. "What do they care to whom the order goes," he exclaimed, "so long as they pocket their commission? They will place their business in America, Japan or Britain according to whichever suits them best. It is a matter of supreme indifference to them who executes the order so long as their profit as intermediaries is secured."

The argument that this was a most natural and perfectly legitimate method of doing business was scouted by Mr. Bennett, who made some very trenchant remarks about "practical patriotism." It was then put to him that the British hong was well advised to place the order elsewhere if the British manufacturer could not compete in price. In this way the commission was secured whereas otherwise everything would be lost.

THEORY AND PRACTICE.

"That sounds well in theory," said Mr. Bennett, "but anyone who knows China understands that it does not work in practice. There might be something to be said for that point of view if they were all open contracts for which tenders were invited from all parts of the World. As a matter of fact there are very few such things as open contracts in China. What do we know about what is going on in some distant Province? What would the Americans know of the business to be done if he was not circularised by the man on the spot. When the British hong hears of something going a hundred sheets of foolscap are immediately requisitioned and manufacturers of all nationalities are placed by them on even terms. As I say, commission from America is just as good to them as commission from England. It is not their concern that British shops may be idle. That is what I mean when I say the British merchant houses are a menace to British manufacturers, and no amount of sophistry about buying in the cheapest market will get over it."

"LET US BE BRITISH."

"Take it from me that in future we must work as a nation if we are to hold ours own. How many large British factories have in the past been represented by Germans in China? There is no need to mention names; they are too well known. That, of course, must never happen again. It was purely a question of policy on the part of the Germans. Why, they even represented British manufacturers who were in direct competition with some of their German Agencies. How much business do you think the British manufacturer obtained? Why, just enough to keep him sweet and to prevent him from opening up on his own account. Even now there are instances of important British interests being held by foreign firms. This should not be. We must go forward into the coming economic war with all our resources marshalled in the most effective manner. Let us be British It will pay better in the long run."

AN EXAMPLE FROM THE ENEMY.

"Take the engineering department of Carlowitz & Co. That was formed of a group of German firms and was practically nothing but a sales organisation. They were out for orders and so long as the German shops were kept busily employed it did not matter much whether Carlowitz & Co. gained a profit in this particular department. The German firms forming the group were well satisfied with the business secured and were quite willing to contribute towards the expenses. Was it not much cheaper and vastly more efficient than employing a number of individual travellers or small agents who could probably do next to nothing? This is how British manufacturers should organise. This is how I have organised the Anglo-Chinese Engineering Association. Each member of the group will contribute towards the expenses when necessary. Offices may be established in many places. Competent Chinese may be employed and technical assistants brought from England. With thirty and more engineering firms associated there is nothing in the engineering line which they cannot tackle. The technical experts will be able to furnish estimates and drawings on the spot, and in this way there is surely much more likelihood of getting business. Why, in Yunnanfu there is an electric lighting plant put in by a German firm which cost £36,000. Competent engineers consider that a similar plant could have been put in by a British firm for £18,000. That does away, I think, with the idea of the open contract. It is simply a question of efficient organisation; of having our fingers on the business pulse. We must adapt ourselves to the methods of the competition, and we must seriously prepare for the coming struggle. Otherwise the waste of money that may be attributed to our unpreparedness for the military campaign will be increased beyond all telling in the great economic war which is coming."

Mr. Moore-Bennett also vouchsafed to our representative much interesting information about Far Eastern affairs gained during the course of his travels by close observation and conversation with men of all ranks and nationalities. At the present moment, however, it would not be discreet to publish this.

YARN MARKET.

Messrs. S. D. Setna & Co.'s report for the fortnight ended 23rd February states:—

COTTON.—Market ruled steady. Sales are reported of about 450 packages at $27 to $29 (per picul). Unsold stock is estimated at about 2,000 packages. Closing quotations: $27 to $30 (per picul).

INDIAN YARN.—We have nothing fresh to report, market ruling steady. Sales are reported of about 2,950 bales, comprising about 1,650 bales of No. 10s, 550 bales of No. 12s, 200 bales of No. 16s, and 550 bales of No. 20s as under:—400 bales Assur Virjee, 10s, at $100 to $101, 50 bales Crown, 10s, at $101, 150 bales Currimbhoy, 10s, at $101, 450 bales David, 10s, at $102 to $103, 100 bales Gold Mohour, 10s, at $104, 150 bales Hongkong, 10s, at $94 to $95, 100 bales Indo-China, 10s, at $102, 150 bales Naranjee, 10s, at $100, 400 bales Sundry Chops, 10s, at $96 to $99, 100 bales Bombay Cotton, 12s, at $103, 150 bales Dawn, 12s, at $107, 100 bales Swan, 16s, at $114 to $115, 100 bales 50 bales Moon, 12s, at $107, 150 bales Sundry Chops, 12s, at $100 to $106, 100 bales Naranjee, 16s, at $117 to $118, 100 bales Swan, 16s, at $114 to $115, 100 bales China, 20s, at $130, 100 bales David, 20s, at $132 to $133, 100 bales Gold Mohour, 20s, at $133 to $134, 150 bales Indo-China, 20s, at $130, 100 bales Sundry Chops, 20s, at $118 and $125. Unsold stock is estimated at about 39,000 bales. Sold but uncleared stock is estimated at about 20,000 bales.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

PARADES.

1.—Parades for Friday, 25th instant.
5.15 p.m.—Nos. 3 and 4 Sub-sections Arty. Batty. (as detailed in Corps Order No. 4 dated 30th December, 1915)—10 pdr. gun drill at Headquarters. Sergt. Bradley R.G.A. will attend.
Remainder, *nil*.
Parades for next week.
The same as for week ending 19th inst., except Scouts Company, all Sections of which will parade on Tuesday, 29th inst.

MUSKETRY.

2.—Sunday, 27th instant, at 2.30 p.m. at King's Park Range—No. 1 Section Scouts Company, Trained Men (only). Part II.

DETAIL

3.—Orderly Officer until this morning: Lieut. Preston.
Next for duty: H.K.V.R.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

HONGKONG VOLUNTEER RESERVE.

ORDERS BY MAJOR WAKEMAN, COMMANDING H.K.V.R.

PROMOTIONS.

Co. Q.M. Sgt. E. W. Dawson is promoted Quartermaster Sergt., with effect from the 19th inst.

Sergt. A. C. Franklin is promoted Co. Q.M. Sergt., with effect from the 19th inst.

Sergt. J. C. Mackay is promoted Co. Q.M. Sergt., with effect from the 19th inst.

DETAIL.

On duty from the morning of the 25th inst. to the morning of the 3rd March—"B" Co.

Orderly Officer for the same period—Lieut. J. W. C. Bonnar.

MUSKETRY.

The following members will attend at King's Park Range on Sunday, the 27th inst., at 9.15 a.m. (Dress, Drill Order):—Lc.-Cpl. Leefe, Ptes. A. Blythe, C. H. Gale, A. O. Brawn, J. H. Seth, J. R. Wood, H. B. L. Dowbiggin, J. Hutchings, J. H. Mead, F. Allen, A. Gray, L. Guy, J. Waldron, W. Robertson, F. Brown and S. R. Jones.

PARADES.

For the week ending 4th March, 1916:—Recruits on the Cricket Ground on Monday, 28th inst., Wednesday, 1st March, and Thursday, 2nd March, at 5.15 p.m., under Sergt. J. Oxberry, drill instructor for recruits. Dress: drill order.

Signalling Section at Volunteer Headquarters on Monday, 28th inst., at 5.15 p.m. for Squad drill; dress: drill order. On Wednesday, 1st March, and Friday, 3rd March, at 5.15 p.m., Signalling. Uniform to be worn.

A and B Companies New Organization, including recruits, will parade on the Cricket Ground at 5.15 p.m. on Thursday, 2nd March, for Inspection of Arms, Equipment, and Ammunition. Dress: full marching order. Each member must be in possession of the full quantity of ammunition served out to him. All exempted members must be present at this parade except those actually employed on Military or Government Duty between 5 and 6 p.m. on that day. Members on such duty must send to the O.C. their Companies before parade a certificate that they are so employed. Great coats will be worn rolled on the right shoulder.

POSTING.

Pte. A. W. Bliss, having joined, is allotted Corps No. 587 and posted to Co. "B" Section 13.

Pte. F. H. Smith, having joined, is allotted Corps No. 588 and posted to Co. "A" Section 2.

G. K. H. BUTTON, Capt.,
Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

INTER-PLATOON DRILL CUP.

Platoons will drill under their Commanders as follows:—

	Company	Platoon
Monday, Feb. 28th	2	1 and 2
" "	1	4
Tuesday, Feb. 29th	2	3 and 4
Wednesday, March 1st ...	3	1 and 2
Thursday, March 2nd	3	3 and 4
Friday, March 3rd	1	1 and 3

Fall in at Central at 5.30 sharp, except No. 2 Platoon of No. 2 Company, which will fall in at St. Joseph's College. No. 2 Platoon of No. 1 Company will parade at Water Police Station.

Teams of 1 N.C.O. and not less than 10 complete files will be selected by the Platoon Commander. Winners will wear single silver stripe on left sleeve.

MAXIM GUNNERS.

Musketry Sergeant Ford, P.-c. Backhouse, Bickerton, Eddie, Hyndman, Melbye and Mow Fung will parade at Central on Wednesday, March 1st, at 5.30 p.m. They must not be warned for regular Patrol duty during March month.

MOUNTED POLICE.

Members wishing to transfer to the Mounted Police will meet the D.S.P. at his office on Friday, February 25th, at 6 p.m. to discuss the question of expenses of keep, etc.

MUSKETRY.

All ranks who have passed Part I. and have not fired Ranges A to B in Part II. will leave Blake Pier at 9 a.m. on Sunday, February 27th. Company Commanders will be held strictly responsible for seeing that these men fire.

F. C. JENKIN,
D.S.P. (R.)

RELEASED PRISONERS.

GERMANY EXACTS A PLEDGE.

Some civilian French prisoners, released from the invaded districts in France, who have reached Switzerland, are the bearers of duplicates of the following note which they had been compelled to sign and leave with the German authorities: "I undertake not to return to France for the duration of the war and never to furnish information to the *Entente* Powers, failing which undertaking I will acknowledge myself traitor to Germany." The question is what this "scrap of paper," obviously signed under compulsion, is worth.

CORRESPONDENCE.

HONGKONG MEN ON ACTIVE SERVICE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I noticed in your paper of the 11th February that it was suggested to compile a list of Hongkong men on active service. Should the name of a coast port man be of interest, Mr. W. R. Harvey, of my firm, went home in Oct., 1914, to join the Army, got a commission in the R.F.A., and has been in France since Sept., 1915.—Yours faithfully,

E. THOMAS.

Taipeh, North Formosa, Feb. 19th.

THE COST OF KEROSINE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Your correspondent who signs himself "A Shipper" seems to wish to impute the whole blame of the high cost of kerosine and other marketable articles to the unnamed but well-known Shipping Companies in the Colony.

It is a well-known fact all over the world that the scarcer an article is the higher is its price. Can we blame the Shipping Companies for raising the freight when steamers, through the Huns' grand idea of maritime warfare, are very scarce?

As regards kerosine, your correspondent seems to be out altogether. The two principal Companies here supplying this commodity have their own steamers, and have increased the price, meseems, as they see now a good opportunity of making money. Neither do I blame them, if only their employés receive some consideration at the hands of their employers.—Yours, etc.,

J.X.B.

[We believe that some of the tank steamers belonging to British Oil Companies have been taken by the British Government for transport purposes and that the Companies in question have to pay enormously high freights in consequence. —ED.]

AT THE MAGISTRACY.

A CUNNING HAWKER.

An extremely sharp-witted hawker who was responsible for a cunning method of imposing upon his compatriots' gambling instincts appeared at the Magistracy yesterday. It was explained that the man was selling preserved plums and for one cent was giving a slip of paper with a number on it in invisible ink. On being placed into the cup of acid which defendant carried, the number was revealed and plums to the same number were supplied. The slip bore the numbers from one to four. A fine of $3 was imposed.

CHINESE PUBLISHER SENT FOR TRIAL.

The alleged printer and publisher of the Chinese newspaper *Yen Cheung Po*, who stands charged with publishing matter calculated to excite disorder and unrest in China was again before Mr. J. R. Wood at the Magistracy yesterday.

His Worship intimated that he had looked through the evidence since the first hearing and he was now satisfied that the defendant was the publisher of the paper. He committed the man to the next Sessions.

THE "OLD FRIEND" AGAIN.

The hackneyed story of the "friend" so beloved of arms smugglers once more failed in its purpose yesterday, when Mr. F. A. Hazeland fined a Chinese who came to the Colony on the *St. Albans* $150 for being in unlawful possession of a pistol. He told the police he had no such weapon, but a search revealed it hidden in a straw basket. Defendant's excuse was that it belonged to his "friend." On being asked where the friend was, he said that he had since died.

AN AMERICAN STOWAWAY.

An American named Lewis Joss Leader was charged before Mr. Hazeland yesterday with being a stowaway on board the *St. Albans*. Defendant said he had deserted from the American Army, and was endeavouring to reach Shanghai. His worship inflicted a fine of $100, or two months' imprisonment in default of payment.

A DANGEROUS DOG.

At the Magistracy yesterday G. A. B. da Silva summoned B. da Souza for keeping a dog which was not under proper control. The defendant was ordered to have the animal placed in the Dogs' Home, there to be kept under supervision for the space of two months.

CRUELTY TO A BEAR.

CONFINED IN AN INADEQUATE CAGE.

A bear in a small cage was brought into Hazeland's Court at the Magistracy yesterday for his worship's inspection. The exhibit was concerned in a case in which a Chinese was charged with keeping the bear in such a state as to cause it needless suffering.

Mr. Scull, of the Jockey Club stables, Causeway Bay, told the Magistrate that on Wednesday afternoon, as he was going back to the Races from tiffin, he saw the defendant and two coolies in the yard with the bear, which was confined in a very small cage. It could not turn round and there were no drinking facilities. He thought the smallness of the cage was causing suffering.

Defendant, who said he had the bear given him only a few day ago, was fined $10, with the alternative of a months' imprisonment. His worship ordered the animal to be accommodated in a larger cage at once.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, SIR FRANCIS HENRY MAY, K.C.M.G.

HIS EXCELLENCY MAJOR-GENERAL F. VENTRIS (General Officer Commanding Troops in China).

Hon. Mr. CLAUD SEVERN (Colonial Secretary).

Hon. Mr. J. H. KEMP (Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. E. R. HALLIFAX (Secretary for Chinese Affairs).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. C. McI. MESSER (Captain Superintendent of Police).

Hon. Mr. WEI YUK, C.M.G.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. E. SHELLIM.

Hon. Mr. D. LANDALE.

Hon. Mr. LAU CHU PAK.

Hon. Mr. P. H. HOLYOAK.

Mr. A. G. M. FLETCHER (Clerk of Councils).

MINUTES.

The minutes of the last meeting were confirmed.

COMMITTEES.

HIS EXCELLENCY—It is usual at this meeting for me to appoint the Committees for the ensuing year. The Finance Committee will be composed of all the members of the Council, except myself. To the Public Works Committee I appoint the Director of Public Works, the Colonial Treasurer, the Hon. Mr. Wei Yuk, and the Hon. Mr. Holyoak. To the Law Committee I appoint the Attorney-General, the Secretary for Chinese Affairs, the Hon. Mr. Pollock, the Hon. Mr. Landale, and the Hon. Mr. Lau Chu Pak.

PAPERS.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table the Jurors' List for 1916; the quarterly return of excess on sub-heads met by savings under heads of expenditure; report in the progress on Kowloon Railway Station up to December 31st, 1915; and correspondence between the Secretary of State for the Colonies and H.E. the Governor, relative to the accident to His Majesty the King; and a diagram of the low levels dam under construction at Tytam Tuk, showing progress to December 31st, 1915.

FINANCE.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table Financial Minutes Nos. 1 to 5, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and this was agreed to.

THE TRAMWAY ORDINANCE, 1912.

The COLONIAL SECRETARY moved:—"Whereas by the provisions of section 7 of the Tramway Ordinance, 1912, it is, *inter alia*, provided that, subject to the approval of the Governor-in-Council, after timely and adequate notification by public advertisement or otherwise of the intention of the Company to apply for such approval, and after such approval has been confirmed by a resolution of the Legislative Council, the Company may construct and maintain, subject to the provisions of the said Ordinance, and in accordance with plans to be previously deposited in the office of the Director of Public Works, all such lines, crossings, passing places, sidings, junctions, turn tables and other works in addition to, or as extension of, those particularly specified in and authorized by the said Ordinance, as may be approved of by the Governor-in-Council, and may work and use the same:

"And whereas timely and adequate notification by public advertisement of the intention of the Company to apply for the approval of the Governor-in-Council to the construction and maintenance of a crossing at the eastern end of Yee Woo Street in accordance with a plan deposited in the office of the Director of Public Works has been given:

"And whereas the Company has duly applied for the approval of the Governor-in-Council to the construction and maintenance of the said crossing:

"And whereas the Governor-in-Council did on the 27th day of January, 1916, approve of the construction and maintenance of the said line:

"Now it is hereby resolved that the approval of the Governor-in-Council so given as aforesaid shall be and is hereby confirmed."

The ATTORNEY-GENERAL seconded, and this was unanimously agreed to.

WAR MATTERS.

The next item on the agenda was a motion by the Hon. Mr. Holyoak as follows:—"That in the opinion of this Council it is most desirable that the interned alien enemies be removed from this Colony at the earliest practicable moment."

The Hon. Mr. HOLYOAK.—Sir, there is, happily, now no occasion to move the resolution of which I gave original notice, but I trust you will suffer me to make this statement, that it was originally moved in no desire whatever to embarrass this Government in the difficult negotiations which were then proceeding. Rather was it made in the hope that it would assist them, in the knowledge that the resolution was the united opinion of the Colony. Nor was the resolution conceived, for a moment, in the desire on the part of any one of us to escape military duties at the camp over at Kowloon, and while it cannot be denied that the work of guarding the prisoners was never gone into as if it was a sort of labour of love, it was cheerfully, whole-heartedly and loyally undertaken by every member of the Corps, Reserves and Volunteers, who went over there to do their part—their light part—in the burden of the Empire. And at the close of this great war, Sir, I ask you to be good enough to see to it that, whilst we have never for a moment asked for any payment, nor even desired payment, we shall receive that reward which is given for labour well done in the cause of Empire, in the shape of a service medal to be awarded to this Colony, and have the Kowloon bar attached to it. It would be a graceful act. I now beg to formally withdraw the resolution.

HIS EXCELLENCY.—I do not think anybody in the Colony thought, and certainly I never thought, that the movement to secure the withdrawal of the German prisoners of war was in any way due to any reluctance on the part of the Hongkong Volunteers to undertake the duty of assisting in guarding them. I know that such foolish rumours have been current outside the Colony, just as there have been very many other foolish and, indeed, slanderous rumours outside this Colony concerning a good many people, both official and unofficial, in it. As regards any rewards to the Volunteers for war, it is very early to speak about that now, and I cannot express any opinion on the subject. I had hoped by the time this Council met to be able to ask to pass the necessary vote to cover the very considerable expenditure which this removal of the German prisoners has involved. Council, as you know, undertook, in providing for the expenditure for the year, to defray the entire expenses of the maintenance of the prisoners of war, and that being so I conceived that it would be your wish that the Colony should also defray the expenses not only for the maintenance of these prisoners of war in Australia, and the preparation and accommodation for them there, but also for their transport to that part of His Majesty's Dominions, including the fitting out of the ship which had to carry them. That has been a somewhat costly business, and will involve an excess expenditure over the vote of about $70,000—it is $70,000 now—of about $200,000. The necessary information as to how that sum is arrived at will be furnished to the Council in due course, and I have no doubt the Council will willingly vote the money. I would like to take this opportunity of mentioning that there is now another batch of German prisoners in the Colony, and it is proposed to send them to follow in the wake of their predecessors, and I presume that I may bind the Colony in the same way to incur the necessary expense, not only of their maintenance but also in their transport. There is another thing I should like to mention now we are on the subject of the war. Toward the close of last year, in speaking on the subject of the appeal made by His most Gracious Majesty for recruits, I stated that there were about 100 or 150 Britishers in the Colony who might, in my opinion, serve in the Volunteers or otherwise. Shortly after I made those remarks the number was considerably reduced, and then I undertook to personally canvass the men, and I am glad to say that on January 3rd I was in a position to state that there were no Britishers in this Colony who were not either serving in the Volunteers, Volunteer Reserves or the Special Police Reserve, or who were not performing approved service for the Government in connection with the war, or who had not been exempted either on medical certificate or by myself for special reasons. I think that is a most satisfactory result. (Applause.)

FALSE PASSPORTS.

The ATTORNEY-GENERAL moved the first reading of a Bill intituled, "An Ordinance to prevent the use of false passports, and to confer on the Governor-in-Council power to order the internment of certain suspected persons."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

The "objects and reasons" state that the objects of Clause 2 of this Bill are to make it an offence for any person to possess a false passport and to make it an offence for any enemy subject to pass under an assumed name.

The object of Clause 3 is to give the Governor-in-Council power to intern for the duration of the war any person suspected of acting, or of being about to act, in a manner prejudicial to the defence of the Colony or to the public safety of any part of His Majesty's dominions.

Clause 4 is a formal saving clause.

SOCIETIES ORDINANCE.

The ATTORNEY-GENERAL—I beg to move that the Council go into Committee to consider the Bill intituled "A Ordinance to amend the Societies Ordinance, 1911."

The Bill passed through Committee without amendment, and, on Council resuming,

The ATTORNEY-GENERAL moved that the Bill be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was then read a third time and passed.

HIS EXCELLENCY.—Council stands adjourned *sine die*.

KOWLOON RAILWAY STATION.

REPORT ON PROGRESS OF WORK.

The following report on the progress of Kowloon Railway Station up to December 31st, 1915, was laid on the table at the meeting of the Legislative Council yesterday:—

Kang On's contract has now run for 22 months out of the two years. All masonry, both brickwork and granite work, has been completed for some time, and with the exception of the tower has been cleaned down. The cleaning down of the tower will be commenced early in January, 1916. With the exception of the three rooms adjoining the tower which cannot be roofed until the tower scaffolding is removed, all other rooms are well forward; the plaster work, fixing of doors and windows, flooring, and fireplaces being completed in most cases. The paving to ground floor areas is well in hand, all granite paving being completed, and more than half the wood paving.

Owing to serious delay in the supply of sanitary and lavatory fittings ordered through the Crown Agents, much of the work has been held up for several months and is being so still. Water piping, the completion of lavatory and other floors, closet walls, the laying of tiles to dados and flooring, drainage and connections to sewers is at a complete standstill. The excuse for delay given by the manufacturers to the Crown Agents is that "their works have been unfortunate in the manufacture of the pottery parts and they have had to remake." With this very regrettable exception, and the lightning conductors which are due in the Colony now, all other requisitions through the Crown Agents for the building have been delivered in good time. A further cause of delay to the completion of the contract is anticipated with regard to electric wiring and fittings, which are being supplied through a local firm, they finding it very difficult to obtain this class of work from England at the present time. Of the amount of King On's contract, namely, $173,847, there has been paid on account of work done to date approximately $135,800. It is yet hoped that the contract may be completed to time, though, if not, no blame can be attributed to Kang On.

FINANCE COMMITTEE.

A meeting of the Finance Committee followed, the Colonial Secretary presiding:—

COMPENSATION.

The Governor recommended the Council to vote a sum of $2,500 in aid of the vote Public Works, Extraordinary, compensation for the pathway along the eastern boundary of the Eurasian Cemetery.

The CHAIRMAN.—This sum should really have been paid last year, but the old lease was not finished, and the new lease issued in time, so it is a re-vote of what should have been paid about October last.

The vote was agreed to.

EDUCATIONAL.

The Governor recommended the Council to vote a sum of $343 in aid of the vote Education, *A.*—Department of Director of Education, Other Charges, Bellilios Public School, Electric Fans and Light.

The CHAIRMAN.—This is really another re-vote. A sum of $470 was provided in the estimates last year, and this sum would have been paid then, but the fans had not been purchased. This year, when the estimates were drawn up, it was thought then that these fans would have been bought last year, and therefore only $100 has been entered in the estimates for this year. Therefore, it is necessary to re-vote this sum.

The vote was agreed to.

WIRELESS.

The Governor recommended the Council to vote a sum of $2,500 in aid of the vote Royal Observatory, Special Expenditure, apparatus for distributing wireless time signals.

The CHAIRMAN.—This is another re-vote, but it is necessary to take a vote for it. The Director of the Observatory was on leave, and this apparatus was not purchased. The indent for them has now been sent Home, and therefore it is necessary to take a vote for the sum which was not spent last year.

The vote was agreed to.

PHILANTHROPIC.

The Governor recommended the Council to vote a sum of $313.37 in aid of Charitable Allowances—passages and Relief of Destitutes—Special Vote.

The CHAIRMAN.—Any member of the Committee who wishes to see the correspondence which necessitated this sum can do so. A certain person came to this Colony with a very exceptional case, and it was absolutely essential that the person should be sent back to Australia. A small sum of £5 was provided to cover certain expenses. If any member would like to see the file I shall be willing to show it. The Treasurer advised that it was better to take a special vote to cover this sum than to pay it out of the vote for the Destitutes and the Relief of Distress. What is the reason for that?

The COLONIAL TREASURER.—You could hardly describe the party as destitute.

The vote was agreed to.

PUBLIC WORKS RECURRENT.

The Governor recommended the Council to vote a sum of $3,226.10 in aid of the vote Public Works, Recurrent, Hongkong.

The CHAIRMAN.—This sum of money has been incurred by an unfortunate collision which the dredger had with a lighter at the Kowloon wharf. The damage to the latter was $350, and the insurance money which the Government were really responsible for was $2,876.10, after certain expenses of survey and the damage had been met. It was a very unfortunate collision, but it has been thoroughly investigated. There were circumstances which would have exonerated the master of the dredger to some extent, but certainly not altogether. His services have been terminated, I think?

The DIRECTOR OF PUBLIC WORKS.—Yes, sir.

The vote was agreed to.

INTIMATIONS

LANE, CRAWFORD & Co.

SOLE AGENTS FOR SPALDING'S ATHLETIC GEAR.

SPORTS DEPART.

JUST ARRIVED:

TENNIS RACKETS:

THE "IZ." THE "DOHERTY."

"GOLD MEDAL." "TOURNAMENT."

TENNIS POSTS. TENNIS NETS.

TENNIS BALLS:

SPALDING'S 1916 CHAMPIONSHIP TENNIS BALLS.

GOLF CLUB SHAFTS. CADDY BAGS.

BOXING GLOVES. PUNCHING BALLS.

BASEBALL GEAR:

BASEBALLS. BATS. MITTS. ETC.

TENNIS RACKETS RESTRUNG AND REPAIRED.

LANE, CRAWFORD & CO. [21

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	$6.00
Return " " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return " "	8.00

HONGKONG TO CANTON.	CANTON TO HONGKONG.
FRIDAY, 25TH FEBRUARY, 1916.	
8.00 a.m. *HONAM.*	8.00 a.m. *HEUNGSHAN.*
10.00 p.m. *FATSHAN.*	4.30 p.m. *KINSHAN.*
SATURDAY, 26TH FEBRUARY, 1916.	
8.00 a.m. *HEUNGSHAN.*	8.00 a.m. *HONAM.*
10.00 p.m. *KINSHAN.*	4.30 p.m. *FATSHAN.*

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,006.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 27TH FEBRUARY, 1916.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. *SUI AN.*

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [128

TO LET.

OFFICES at 2, Connaught Road.

OFFICES in King's Buildings.

OFFICES in Des Vœux Road Central.

HOUSES in CLIFTON GARDENS Conduit Road.

NEW HOUSES in Broadwood Terrace.

HOUSES at the Peak.

No 1, MORETON TERRACE, Causeway Bay.

GODOWNS, at Wanchai.

Nos. 1, 2 and 3, WEST END TERRACE CANTON.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 4th November 1915. 32

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon.

THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., LTD.

Alexandra Buildings

Hongkong, 29th December, 1915. [277

NEW ADVERTISEMENTS

NOTICE.

WE HAVE This Day authorised Mr FRANK EWART JOSELAND to Sign the name of our Firm in Canton.

DONNELLY & WHYTE.

Hongkong, 25th February, 1916. [326

WANTED.

EUROPEAN SHOP, in good centre Monthly rental $200 to $300. Lease if necessary.

Apply to— NEWLY,
Care of "Daily Press" Office.

Hongkong, 25th February, 1916. [327

WANTED.

POSITION in Mercantile, Shipping or Similar Office by CLERK (English), who has had large experience in manufacturing works.

Address— CLERICAL,
Care of "Daily Press" Office.

Hongkong, 25th February, 1916. [328

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NEW SHARES AND DEBENTURES.

REMINDER TO SHAREHOLDERS.

NEW SHARES.

TUESDAY, the 29TH FEBRUARY, is the LAST DAY for:

(1) Payment for accepted shares.
(2) Acceptance and payment of shares by absent shareholders.

After that date shares accepted and not paid for will be liable to forfeiture and the right to accept unaccepted shares will lapse.

DEBENTURES.

TUESDAY, the 29TH FEBRUARY, is the LAST DAY for receiving applications for Debentures.

R. M. DYER,
Chief Manager.

Hongkong, 25th February, 1916. [329

EIGHT PER CENT. MILITARY LOAN.

SECOND DRAWING ON FEBRUARY 20TH.

NOTICE IS HEREBY GIVEN that the Second Drawing for Repayment of the Eight Per Cent. Military Loan Bonds will take place in Peking on February 20th, on which occasion $1,150,000, worth of Bonds will be drawn for repayment. When the drawing is over, the numbers of drawn bonds will be published in the *Government Gazette*.

MINISTRY OF FINANCE.

Canton, 23rd February, 1916. [330

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA (1914), $16,000,000 AND SUPPLEMENTARY ISSUE OF $8,000,000, AND THE NATIONAL LOAN OF THE FOURTH YEAR OF THE REPUBLIC OF CHINA (1915), $24,000,000.

SUBSCRIBERS to the above TWO LOANS are hereby notified that the Interest Instalments for the month of February, each amounting to Dollars One Hundred and Twenty Thousand ($120,000)—$240,000 in all—have been duly received by the Undersigned and brought to Loan Service Account.

F. A. AGLEN,
Inspector-General of Customs,
and Vice-Chairman of the Bureau of National Loans.

Inspectorate General of Customs,
Peking, 16th February 1916. [331

CONSULAR REGISTRATION OF AMERICAN CITIZENS.

THE attention of American Citizens and the Representatives of American institutions and concerns is called to the fact that the Department of State's regulations contemplate that all American Citizens, institutions, and corporations shall be registered ANNUALLY with the Consul in whose district they live or operate. The object of this registration is to facilitate the protection of American citizens, institutions, and corporations on the part of the agents of the Government.

Those who, knowing the regulations, nevertheless fail to register and maintain such registration may reasonably be presumed not to be entitled to register and not to be entitled to the American Government's protection.

American citizens, institutions, and concerns located in Hongkong are expected to register at the Consulate-General in Hongkong and to maintain such registration without notice from this office.

GEORGE E. ANDERSON,
Consul General.

Hongkong, 22nd February, 1916. [332

VICTORIA RECREATION CLUB.

BOXING.

A GRAND AMATEUR BOXING CONTEST OF SIX ROUNDS DURATION BETWEEN

YOUNG MAHER
(Amateur Light-weight Champion of Hongkong)

v.

BATTLING JOE
(Amateur Light-weight Champion of Manila),

Preceded by an Amateur Competition at the following weights
118 lbs., 132 lbs. and 146 lbs.

TO-MORROW (SATURDAY), 26TH FEB., at 9.15 P.M.

PRICES:

Ringside Seats$2.00
Unreserved Seats$1.00

Booking at ANDERSON MUSIC Co.

Referee: W. LOGAN, Esq.
Judges: H. J. GEDGE, Esq. / DR. HOUGH, U.S.N.
Time-Keepers: Messrs. BOND and LYON.
M.C.: J. OXBERRY, Esq.

Hongkong, 25th February, 1916. [333

NEW ADVERTISEMENTS

TO LET—AT THE PEAK.

FURNISHED, No. 3, Mountain View.

Apply—

H. E. POLLOCK,
Princes' Buildings.

Hongkong, 25th February, 1916. [335

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW of FLOWERS and VEGETABLES to be held in the BOTANIC GARDENS;

FRIDAY, 3rd March, 2 to 6.30 P.M.
Admission $1.00

Lady MAY will present the Prizes at 4 P.M.

SATURDAY, 4th March,
10.30 to 3 P.M.—Admission 50 Cents.
3 to 6.30 P.M.—Admission 20 Cents.

The Band of the 74th Punjabis will play on both days.

Tea will be obtainable on the Ground.

The Committee hope that during the distribution of Special or Presented Prizes winners will show courtesy by being present to receive them.

A. NICOL,
Hon. Secretary.

Hongkong, 25th February, 1916. [334

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING, 1916

TO-MORROW (SATURDAY) (OFF-DAY), FEBRUARY 26TH.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LTD., or at the Gate. Tickets for the Off-Day, $2.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th February, 1916. [291

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which are being sent out with the Members Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved as in recent years for Chinese Ladies and their Female attendants in the Stand erected on the plot of ground next to the Lusitano Club Stand.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th February, 1916. [292

HONGKONG JOCKEY CLUB.

NO Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Day WITHOUT TICKETS, which can be had on application to the Undersigned. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession will forfeit them, and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th February, 1916. [293

NOTICE.

ALL Persons having Claims against MR. GUSTAV ENGEL, of MESSRS. WM. MEYERINK & Co., are requested to file same with the Liquidators before 15th March, 1916.

ALEX. ROSS & Co.,
Liquidators.

Hongkong, 9th February, 1916. [251

NOTICE.

I HEREBY GIVE NOTICE that I am Not Responsible for any Debts that may be incurred in my name unless the order is countersigned by me.

STEPHEN C. LEE.

Hongkong, 22nd February, 1916. [319

BLUE CROSS FUND.

HORSES IN WAR TIME.

THE HONGKONG AMATEUR DRAMATIC CLUB
PRESENTS

"THE ANGEL IN THE HOUSE,"

A COMEDY IN 3 ACTS,

BY B. MACDONALD HASTINGS
AND
EDEN PHILLPOTTS,

Last Year's Great London Success.

ON SATURDAY, 4TH MARCH, AND MONDAY, 6TH MARCH, AT 9.30 P.M.

BOOKING at MOUTRIE'S from FRIDAY, February 25th, at 9 A.M.

PRICES: $4, $3 AND $2.

BLUE CROSS FUND.

Hongkong, 15th February, 1916. [289

PUBLIC COMPANIES

THE CHINA PROVIDENT LOAN & MORTGAGE COMPANY, LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Offices of the Company, St. Georges Building, No. 6, Connaught Road, TO-DAY (FRIDAY), the 25th February, 1916, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1915, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 21st February, 1916, until FRIDAY, the 25th February, 1916, both days inclusive.

SHEWAN, TOMES & Co.
General Managers.

Hongkong, 10th February, 1916. [275

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE FINAL DIVIDEND DECLARED for the Year ending 31st December, 1915, at the Rate of TWO POUNDS THREE SHILLINGS STERLING together with a Bonus of FIVE SHILLINGS STERLING per Share, is Payable on and after MONDAY, the 21st day of February, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.

Hongkong, 19th February, 1916. [314

HUMPHREYS' ESTATE AND FINANCE CO., LTD.

SHAREHOLDERS ARE HEREBY NOTIFIED that the DIVIDEND on Account of the year 1915 of THIRTY-FIVE CENTS (35 Cents) per Share is now Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong, on Warrants to be obtained at the Company's Office, Alexandra Buildings, Des Vœux Road, Central, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 19th February, 1916. [307

DOUGLAS STEAMSHIP COMPANY, LIMITED.

SHARE CERTIFICATE No. 2965, dated 6th May, 1909, of Thirty Shares numbered 8115 to 8139 inclusive and 18592/18596 inclusive, standing in the Register in the name of DR. JOSEPH WHITTLESEY NOBLE, having been LOST, Notice is hereby given that unless the said certificate be produced at the Office of the Company, 20, Des Vœux Road, Central, Hongkong, on or before the 10th day of March, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 9th February, 1916. [254

THE HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 30 Shares in this Company in the name of YUEN CHEONG or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 39, Thirty Shares numbered 7729/7758 dated 16th August, 1910, has been LOST or DESTROYED; and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company, the Undersigned will then proceed to deal with such application for duplicate.

For the HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.,
GORDON & Co.
General Managers.

Hongkong, 10th February, 1916 [259

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE No. 3755 for Five Shares, $100 paid up, numbered 3846/50, standing in the Register in the name of EUSTACE ALBAN KENYON, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate is produced to the Society on or before the 18th May, 1916, A NEW CERTIFICATE for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager.

Hongkong, 19th February, 1916. [308

G. R.

TENDERS.

TENDERS are invited for the Supply of TIMBER, TIMBER MATERIALS, and SPARS to H.M. Naval Yard for one year from 1st April next.

Forms of Tender with full particulars may be obtained on application to the Naval Store Officer.

Tenders must reach H.M. Dockyard not later than 9th March next.

G. L. PLATT,
Naval Store Officer.

H. M. Dockyard,
Hongkong, 24th February, 1916. [321

WANTED.

ENGLISHMAN (32), English and American Commercial experience, Time, Store and Bookkeeping; knowledge of Shipping, Lumber, etc., would accept Position in Colony. Best references.

Apply— Box "A,"
Care of "Daily Press" Office.

Hongkong, 24th February, 1916. 324

INTIMATION

WATSON'S

FINEST OLD

BROWN BRANDY

E

QUALITY.



25 YEARS IN WOOD.

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG.

18

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG 25TH FEBRUARY, 1916.

THE FRUIT OF FOLLY.

THE present revolt in West China inevitably attracts attention to the River Yangtsze as a means of navigation, whether for transporting troops or for the operations of men-of-war. Frankly, we cannot pretend to understand why the Chinese Government has never made any attempt to station gunboats on the Upper Yangtsze. British men-of-war have been coming and going there for years, and have even penetrated within the Kweichow borders. In normal times Chungking has a little squadron representing five nationalities, and these boats are constantly cruising up and down the river. Suifu, the present rebel stronghold in Szechuan, can be reached by them at almost any season of the year; Luchow, whose fate is now in the balance, is an easy gunboat run from Chungking; while in high-water such distant points as Kiating are regularly attained—one boat even got within striking distance of Chengtu. The practicability is proved, nor is the need any less evident. As a proof of China's ability to suppress disorder on the Yangtsze, we are given an imposing list of Chinese men-of-war stationed at Shanghai, Chinkiang, Nanking, Hankow, and Ichang, but above Ichang there are none, although it is only some four years ago that foreigners were murdered by pirates in the gorges, and even now notices painted on the rocks warn junks to anchor only at towns or villages, for fear of these marauders. Yet there is not a single unit of the Chinese navy patrolling these waters. We can only suggest that this neglect of the obvious is due in some way to the provincial spirit which is so strong in Szechuan. It is possible that, except in Szechuan, Chinese gunboats would not be able to obtain a crew to navigate the rapids, and the Ministry of Marine is afraid that a Szechuanese crew on a gunboat in Szechuan waters might not be very reliable for quelling disorders. It is hardly necessary to elaborate the advantage to the Central Government that a very small fleet of efficient gunboats on the Upper Yangtsze would have been at the present juncture. Even if they could not have cut off the rebels before they ensconced themselves in Suifu; even if they could not prevent their capturing Luchow and so putting themselves in a position to strike at any moment right across the main road from Chengtu to Chungking; even if they remained immobile at Chungking, they would be a very effective means of saving that city from the rebel advance and so of staying the spread of disorders down-river. But it is useless to speculate on such possibilities or to dwell on such practical certainties; the whole record of the China of recent days is strewn with such instances of missed opportunities. If the Chinese Government had only had an eye for large issues, and had not been cramped by the narrow provincial spirit, the Upper Yangtsze might by now be freely open to steam navigation; had the improvement that has so often been talked about only been put into effect the smaller gunboats that China has stationed at Ichang and Changsha would be able to proceed to Chungking or Luchow, and would exercise a very powerful influence on the course of events in the west. It is hard to avoid the conclusion that the Chinese Government does not want to make the Upper Yangtsze too accessible—or, perhaps, it would be more correct to say that Szechuan does not want it, and has been able to sway the Central Government to serve its purpose. It will be remembered that the opening of Chungking to foreign trade was, in the first resort, made dependent on steamers reaching the port; when Chungking was opened it was stipulated that the Upper Yangtsze should not be navigated by foreign steamers before Chinese steamers were plying its waters. The Japanese Commercial Treaty provided for the removal of the physical obstacles and the improvement of the riverway, but nothing has been done. Now the Central Government is reaping the fruit of its obstruction, stupidity, and neglect. It would be foolish to hope that it will immediately take the work in hand—experience shows that undertakings of this nature usually hang on for years until foreigners force China to allow them to do the work themselves—but the Government is now being given a very direct demonstration of the political disadvantages of its short-sightedness. If anything can convince the Government that it is necessary to do more than utter mere platitudes about the desirability of improving the waterways, the course of the present outbreak ought to work the miracle.

A mail for Europe *viâ* Siberia closes to-day at 10 a.m.

The total output of the Kailan Mining Administration's mines for the week ending 12th February, 1916, amounted to 24,749 tons and the sales to 34,253 tons.

The ladies of the Union Church Work party have sent several parcels of socks, shirts, etc., to the Rev. W. W. Beveridge, 5th Royal Scots, France, by the English mail.

A men's conference is being held by the Rev. C. L. Cooper Hunt, C.F., at the Seamen's Institute every Sunday afternoon, at 3 o'clock. All men who care to do so are invited to attend.

Criminal Sessions will commence on Monday next. The calendar consists of one charge of manslaughter, six of robbery, one of stealing from a dwelling house, and one of wounding. Both Courts will be engaged.

Captain C. J. Aston, R.E., formerly at Hongkong, was "mentioned" in Sir John French's despatch of 30th November, 1915, and has been awarded the Military Cross. Captain Aston has been at the Western Front since the first week of the war.

Booking for "The Angel in the House," the comedy which the A.D.C. are producing on March 4th and 6th in aid of the Blue Cross Fund, opens this morning at 9 o'clock at Moutrie's. As no seats, other than the customary official ones have been previously allotted, those booking early will have the pick of the best seats. The prices are $4, $3, and $2.

Motor-cars were running about in all directions on Wednesday, and two accidents have been reported to the police. One occurred in Caine Road, as a result of which a Chinese has been admitted to the Government Civil Hospital suffering from slight wounds. The other took place on the Shaukiwan Road, a Chinese in this case being also admitted to the Hospital, with slight injuries to the head.

Great sympathy will be felt with Major S. T. Winborn, R.E., in the loss of his wife, the news of whose death has just reached the Colony. About a year ago Mrs. Winborn contracted typhoid fever in Hongkong, and, failing to recover from its effects, left for Home. Last December Major Winborn received a cable informing him that his wife was dangerously ill and, having obtained leave, he hastened home. Mrs. Winborn, however, appears to have passed away about three days after her husband had started on his voyage. There is one child of the marriage, a little girl of seven years of age, who remained at home with friends when Major and Mrs. Winborn came out to the Colony.

News has been received that Mr. F. A. Lovegrove, late chief officer of the China Navigation Co.'s steamer *Sinkiang*, has been given a commission in the Royal Flying Corps. Mr. G. D. Grant, late chief engineer of the Indo-China S. N. Co.'s steamer *Luenho*, has obtained an appointment as Second Lieutenant in the 3rd Highland Field Company, Royal Engineers, stationed in Perthshire. Mr. T. S. Hinde, late chief officer, China Merchant Co.'s steamer *Kiangteen*, has obtained a commission in the R.N.R. and is attached to H.M.S. *Excellent*, submarine depot. Mr. A. G. Madan, late second officer, China Navigation Co.'s steamer *Chinhua*, is a sub-lieutenant on H.M.S. *Maidstone*, submarine depot, and is attached to submarine D4. Mr. G. F. James, sub-lieutenant H.M.S. *Orotava*, writes from his ship, which is patrolling.

THE "KOLYA" ASHORE.

We learn from Messrs. Thorensen & Co., the agents, that the *Kolya* went ashore on Hainan Island a few days ago. The steamer, which was in ballast, left Hongkong on Sunday. She was able to get off and steam back without assistance, and is now in dock at Kowloon for necessary repairs to her bottom.

CLAIM BY NETHERLANDS BANK.

THE PRICE OF MOLASSES.

A deal in molasses formed the subject of an action at the Summary Court yesterday, when the Nederlandsh Indische Handelsbank sued the Goh Guan Hin firm, 64, Bonham Strand West. The claim was for $666.96, the amount of damages for breach of contract dated April 10th, 1915, by reason of the defendant's refusal to accept delivery, on October 5th, of 8,095 cases of molasses.

Mr. Preston (of Messrs. Johnson, Stokes & Master) appeared for the Bank, and Mr. Hind (from Mr. Brutton's office) was for the defendant firm.

By a contract in writing dated April 10th, 1915, the defendants purchased and agreed to accept from plaintiffs 20,000 cases of liquid molasses from Pecalongan, June, July and August shipment at a price of $1.60 per picul, c.i.f. Hongkong, subject to a discount of 1½ per cent, payment to be made on the arrival of the steamer, and to be calculated on the landing weight ex-ship with an allowance of 5 lbs. tare per case of two tins. Plaintiffs delivered 7,431 cases and were ready to deliver a further 8,095 cases, in accordance with the contract, but defendants refused to accept delivery or to pay for the goods. As a consequence, plaintiffs were obliged to sell out at a lower price than agreed by contract, namely, $1.52 per picul, subject to a discount of 1½ per cent.

When the case was last heard his lordship asked for evidence relating to the price of sugar on the dates mentioned.

Mr. Hind now stated that the expert Chinese witness he had *subpœnaed* had forgotten the day and he would have to send for him.

Mr. Preston remarked in this connection that he had obtained a letter from the Chamber of Commerce giving the market price of sugar on the date mentioned.

Mr. Hind—And I have letters from Chinese merchants, and their prices are all different to yours.

The Puisne Judge—Even with such an eminent body as the Chamber of Commerce, unless both sides agree to make them arbitrators it is no use.

Mr. G. A. Pentreath, of Pentreath & Co., sugar commission agents, spoke to receiving instructions to sell a quantity of molasses on behalf of the Netherlands Bank. It was packed in crates, and this would make a difference in price. If it were packed in a stronger manner the leakage was so much less. He had to sell the molasses ex-ship, which made the price lower. Ex-godown always fetched a higher price. The molasses he sold went at a lower price than that mentioned in the contract, though at the market price.

Subsequently judgment was given for plaintiffs, and on a counter-claim the Goh Guan firm were awarded $35.

THE WAR.

VIOLENT FIGHTING IN WEST.

RUSSIAN ENTHUSIASM.

THE DAWN OF VICTORY.

MORE IMPORT RESTRICTIONS.

EFFICACY OF BRITISH BLOCKADE.

JAPAN AND THE ALLIES.

SAILORS MAKE MUNITIONS FOR THE SOLDIERS.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BATTLE RAGING ROUND VERDUN.

VIOLENT INFANTRY FIGHTING.

PARIS, February 22nd.

A violent battle to the north of Verdun forms the feature of a *communiqué*, which adds:—The German bombardment continued all night long. We vigorously replied.

Violent infantry fighting is proceeding along a front of fifteen kilometres, from the right of the Meuse to the south-east of Herbe Bois. We evacuated the village of Haumont, of which we now hold the outskirts, after a desperate engagement in which we inflicted very heavy losses on the enemy. We recaptured the greater part of the wood occupied by the Germans yesterday.

Our curtain of fire stopped short an attack on Herbe Bois. Prisoners declare that certain German units have been annihilated. There are continual artillery duels at other points.

The French artillery is active in Lorraine.

We recaptured in Artois, on the Somme, parts of trenches at Bois de Givenchy.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FALL OF ERZERUM.

NAIVE TURKISH ANNOUNCEMENT.

AMSTERDAM, February 23rd.

A Turkish *communiqué* says that "for military reasons" the Army has withdrawn from Erzerum to a position westward of that city. "Erzerum was not a fortress, and was militarily valueless," concludes the *communiqué*.

RUSSIANS NEARING TREBIZOND.

TURKS CHASED FOR A DAY.

PETROGRAD, February 23rd.

The Beyukdere River, mentioned in yesterday's *communiqué*, is a tributary of the Atina, between Batum and Trebizond. The Russians for 24 hours chased the Turks in the coast region for a distance of 20 miles, or two days' normal marching.

It is believed that the Turks have begun to evacuate Trebizond.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

DUTCH STEAMER SUNK.

ROTTERDAM, February 23rd.

The British steamer *Onsal* has arrived in port with the second engineer and a sailor from the Dutch steamer *La Flandre*, which was sunk.

STRANDED BRITISH SUBMARINE REFLOATED.

THE HAGUE, February 23rd.

A British submarine, recently stranded off Schifmmonnikoog, has been refloated and towed to Nieuwediep.

ENEMY RELEASES DANISH STEAMER.

COPENHAGEN, February 23rd.

The East Asiatic Company's steamer *Bandon*, which was seized by a German trawler, has been released.

GENERAL.

[THROUGH REUTER'S AGENCY.]

BRITAIN'S BLOCKADE.

LORD LANSDOWNE ON GOVERNMENT'S DIFFICULTIES.

LONDON, February 22nd.

Lord Sydenham, in the House of Lords, moved a resolution urging the possible use of our Fleets for more effectively preventing supplies reaching the enemy. With reference to the suggestion that the relations with neutrals might be endangered, he said he believed it was only necessary for the Allies to take a firm stand.

Lord Charles Beresford supported the resolution.

Lord Lansdowne said the problem was not so simple as it appeared, for, unless they were most carefully examined, statistics might be most misleading. The filtration of goods to the enemy through neutrals was far from increasing; it was markedly diminishing. As a result of the Government's measures, practically no commodities of military importance were now imported to neutrals above their own legitimate requirements.

Lord Lansdowne gave striking figures showing the progressive diminution of important imports in the case of Holland and Scandinavia during the latter half of 1915. Thus, of the exports of oil from Holland to Germany in 1915, 83 per cent. was chargeable to the first six months and 17 per cent. to the last half of the year. The figures for November and December together were only one per cent. Thus this particular business had almost vanished. The figures in regard to oilseeds were similar. He did not wish to imply that there was no danger of reappearance or leakage; he feared it would never be possible to hermetically seal all channels. The greatest difficulty, he said, arose from the obligation to deal fairly and considerately with neutrals, but it would be the height of folly deliberately to start outraging neutral opinion at such a time.

A complete blockade, said Lord Lansdowne, would mean a blockade of neutral ports, and this would raise grave legal difficulties, including the question of proof of the enemy destination of the goods. The present system, if not perfect, had killed German exports and had crippled her imports, some of the most important of which, including cotton, wool and rubber, had ceased altogether. Our pressure was increasing monthly, and he only wished that the people here could have a fortnight's experience of the conditions in Germany. That would put an end to the talk of Government supineness.

FURTHER IMPORT RESTRICTIONS.

LONDON, February 24th.

It is expected that further restrictions in imports will shortly be announced, both of necessities and luxuries.

The newspapers anticipate that naval and commercial advisers will be appointed.

[THROUGH REUTER'S AGENCY.]

FIRST RAYS OF DAWN OF VICTORY.

UNPARALLELED ENTHUSIASM IN THE DUMA.

PETROGRAD, February 23rd.

Never before have there been such scenes of enthusiasm in the Duma as on the occasion of the re-opening yesterday. The House was packed, and all the Allied Ambassadors and Ministers attended.

The President, in an opening speech which was cheered to the echo, affirmed that the Tsar's historic visit showed the direct communion between the Tsar and his people thenceforward. (Loud cheering.) With the fall of Erzerum came the first rays of the dawn of victory, rising in the East. The President greeted Russia's gallant Allies, and his remarks were drowned in outbursts of cheers. The Ambassadors, on rising in acknowledgment, were ovated. The President concluded that Russia's duty is to ensure the resurrection of Serbia. "I express my firm hope in victory, without which there shall be no peace," he said, amid thunders of applause.

PRUSSIANISM MUST BE CRUSHED.

The Foreign Minister, M. Sazonoff, in a great speech, emphasised the unshakeable determination of Russia and her Allies to conquer. This war, he said, was the greatest crime against humanity, and Germany's responsibility was now thoroughly unmasked. The German people were increasingly realising that they had been duped, and were now expressing open discontent. He dwelt on the co-ordination of the Allies, and said this co-ordination would be particularly necessary when peace came. He paid a tribute to the great services of France, Great Britain, and Italy.

The German Government had treated its people like savages who make their soldiers drunk before they attack. They tried to stir the masses by making them believe that the Allies aimed at the complete annihilation of the German people. Such an argument, he said, was absurd, because who would think of sweeping away a nation of 72,000,000. The Allies never had such an intention, but self-preservation demanded the ending of the ruthless egoism and passion for plunder with which the Germans had not always sympathised. This Prussianism must be crushed.

RE-UNION OF POLAND.

The re-union of Poland was inscribed on the Russian banner. He did not believe that the Polish people would be persuaded to fight for the German tyrants.

Russia was sincerely friendly to Sweden. An icebound port in Scandinavia was useless to Russia, which must obtain an outlet to a free sea in quite another direction.

The *Entente* was convinced that when the hour struck Rumania would know how to realise national unity and find her real support from those with whom her people naturally sympathised.

M. Sazonoff justified the action of the *Entente* at Salonika, and paid a tribute to the heroism of Serbia. Russia was indignant at Bulgaria's action, but was willing to believe that it was taken under pressure.

RUSSIA'S POLICY IN THE FAR EAST.

Russia's relations with Persia were now normal, but it was difficult to hope for the prompt and complete restoration of order in Persia, which was torn by internal troubles and abuse.

Japanese co-operation had been infinitely precious to Russia, and the friendly welcome given to the Grand Duke Michaelovitch in Japan was appreciated.

Russia remained faithful to the principle of non-intervention towards China, with whom Russia's relations were those of a good neighbour. China had taken all precautions against the violation of her neutrality by German intriguers, but, in view of the difficulties caused by China's isolation, the *Entente* were seeking a means of defending their interests.

In conclusion, M. Sazonoff remarked on the failure of German propaganda in America, and expressed the hope that a Russo-American economic *rapprochement* might be achieved.

[THROUGH REUTER'S AGENCY.]

SAILORS MAKE MUNITIONS FOR SOLDIERS.

VOLUNTARY SPARE-TIME LABOUR.

LONDON, February 23rd.

Mr. Lloyd George, in a letter to Admiral Sir David Beatty warmly thanking the Fleet for the splendid work of the officers and men in making munitions for the Army, said that the output was already of most striking value. Their work was enhanced because it was done in their spare time, on their own initiative and because they did not receive any remuneration.

JAPAN AND THE ALLIES.

FORTUNES INSEPARABLE.

PARIS, February 23rd.

The newly-appointed Japanese Ambassador, M. Matsui, in the course of an interview, said the fortunes of Japan and her Allies are inseparable. He was convinced of the final victory of the Allies.

NAVAL AVIATORS KILLED.

LONDON, February 23rd.

Casualties announced show that five naval aviators have been killed and drowned, including the well-known fliers Commander Neville Usborne and Lieut.-Commander De Courcy Ireland, who were killed.

MINISTER FOR BLOCKADE.

LONDON, February 23rd.

In the House of Commons, Mr. Asquith announced that Lord Robert Cecil had accepted the duties of the new Cabinet Minister to deal with blockade questions.

AMERICAN CONSULATE AND EVIDENCE.

AN INTERESTING DISCUSSION AT SUMMARY COURT.

At the Summary Court yesterday, Mr. P. W. Goldring asked:—"Are Consular Officers privileged from attending a Court to give evidence?" The question arose in regard to a deadlock that had been reached in a case where a coolie sought to recover from a Chinese firm the sum of $500 deposited with them and a further $150 under a note of acknowledgement from another defendant, the claim arising out of an alleged false certificate of entry into America.

Mr. Mason, for the other side, said there appeared to be some misapprehension as to the interpretation of the American law, and he had been informed by the American Consulate that the only certificates that could be vised by the Consulate were in respect of teachers, merchants, travellers for curiosity's sake, etc.

Mr. Goldring said that he did not know why the American Consul could not come into the witness box; it would be much more satisfactory.

Mr. Mason remarked that the Consul would not come himself and would not allow anyone from his office to come. He had sent certain written matter. Mr. Sawyer and Mr. Carleton were the Vice-Consuls but Mr. Sawyer was the authority on immigration.

His Lordship asked if Mr. Anderson, the American Consul, would have any objection to a round table conference in his Chambers with the solicitors concerned.

Mr. Goldring said that they now had an *ex parte* statement, with no opportunity for cross-examination. He asked if Consular Officers were privileged from attending the Court. He had found nothing that prevented their being *subpœnaed*.

His lordship remarked that he did not think Consular Officers were so privileged. The matter, he thought, was international, and he suggested that the Registrar should write Mr. Anderson and point out to him that the Court had no knowledge of American law and that the solicitors on either side were not in complete agreement. The matter formed a question of practice. He thought that he might even write to Mr. Anderson himself, and asked the solicitors if they were agreeable.

Both Mr. Goldring and Mr. Mason agreed to this course.

HONGKONG TRAMWAY CO., LIMITED.

LARGE RACE TRAFFIC.

The car miles run and the passenges carried on the Race Course Route during the three race days were as follows:—

	Miles.	Passengers.
Monday	2,757	32,027
Tuesday	2.810	34.041
Wednesday	2.781	32,177

There were 43 cars in operation on the Race Course route each day, and a service of approximately 40 seconds was maintained to and from the course. No accidents were reported.

OUR LONDON LETTER.

[FROM OUR OWN CORRESPONDENT.]

LONDON, January 19th.

EFFECT OF WAR ON THE NATION'S HEALTH.

One of the interesting facts of this war, according to one of our great surgeons, is that fewer people among our civilian population are needing the doctor's care or the surgeon's skill. Even the dangerous surgical cases, attributable to serious organic troubles, have decreased to an extraordinary extent.

"But," one of the auditors of the great man exclaimed, "excitement over the war, or even the difficulty of paying for a delicate surgical operation in these straightened times, cannot surely prevent cases of cancer and such like from being as numerous as ever."

"I can only deal with facts," was the emphatic reply, "and the facts are as I have stated. The reason baffles me."

STRANGE STORY OF A FORMER HONGKONG MAN.

Nevertheless, the unseasonably mild weather, coupled with the stress of the war, has affected the health of numerous men and women, especially those advanced in years. It may have been the cause of the complete breakdown of a former Hongkong marine engineer named Joseph Chapman, who suddenly collapsed in the City a few days ago and is now regarded as past complete recovery, his state being complicated by symptoms of mental trouble. A merchant who knew him tells me that he was a remarkable man, well-known in China ports, and formerly associated with the coastal trade run by leading native merchants.

He had haunted several City offices for a long time past, having sundry schemes for the development of China trade that he fondly hoped would materialise when the war ended. His economy in the matter of clothes and living expenses did not make him an ideal ambassador for big schemes in London City, but he had a vivid and forceful personality, and I am assured that he got further than many a better-groomed emissary might have done.

He lived in a small room in a tenement in the East End. Just before Christmas he left his room in the evening and later was found seriously ill in the street. As he was a total abstainer, there was no question of alcohol to account for it, and he was hurried to the infirmary, where he grew worse, and mental symptoms developed, so that he has been removed to a mental institution in Kent, and his relatives have now arranged for his detention there as a paying guest.

Local report credits him with having left a hoard of gold in his cupboard besides banking accounts in six banks, a quantity of corporation and other stock, and the deeds of considerable house property in Liverpool. The few who had his confidence declare that the final strain that led to his collapse came as a consequence of the authorities declining to consider a proposal which he submitted for making London invulnerable from Zeppelin attacks, unless he delivered full details of his scheme, and this he resolutely declined to do.

[We believe the above engineer had been employed on the steamer *Laertes*, plying between Hongkong and Saigon. He was well-known locally, and was reputed to be possessed of considerable wealth.—ED.]

The case has aroused the greatest interest in the Eastern section of the City, where he was known as "miser Mike." The East, by the way, has given plenty of "human interest" to London of late, for it is only a few weeks since a Hankow merchant fell a prey to a confidence trickster in a Strand hotel and suffered a loss of nearly five hundred pounds through his guilelessness.

THE COMPULSION.

Though the anti-compulsionists are trying to keep their flag flying, they are not having a good time, and it is acknowledged that if the matter were put to the test of a general election the country would vote overwhelmingly for compulsory national service, so as to make the sacrifice and the service equitable.

This does not mean that the country likes conscription; it merely indicates that in the hour of great crisis we can quietly abandon our prejudices in order to throw the full weight of the country's resources into the scale. All our traditions and feelings are against a militarist policy for all time, but, equally, all our determination is in the direction of ending the war in victory for ourselves at whatever cost. It has proved to our Allies that we mean to carry out our pledges, no matter how great the strain and no matter how far the call goes beyond our normal policy.

THE NEED FOR THRIFT.

Thrift is the subject that follows the conscription settlement. There is practically no unemployment among the working classes. The only heavy sufferers nowadays are the professional classes. There are many observers who are clamouring for a measure of compulsory saving that will compel the masses of the people to set aside part of their increased earnings in support of the national finances.

The fact is that not only are our financial burdens increasing, but they will increase still further for, perhaps, two years after the war. When the Army is disbanded many businesses and many trade developments may require financial support from the Government.

Indeed, it is said in the precincts of the House that a special committee to assist the Board of Trade in an advisory capacity in this matter will shortly be appointed. A writer in the *Liverpool Daily Post*, touching on this point, says: "At the same time, bank managers, who feel the financial pulse more than any practitioners in the money market, are to a man cheerful: the tone of the restricted business on the stock exchange bears out their opinion. So far the lottery idea has got no further than being a topic of conversation."

WAR AND ITS AFTERMATH.

There seems to be an idea both at home and abroad that directly the order is given to "Cease fire" in the various theatres of war, all the millions of soldiers will be allowed to crowd homewards. This, I believe, is quite wrong. The peace negotiations are likely to last several months, and when a settlement is reached acceptable to all parties it will take some time to carry it into operation.

Only then can the first of the army corps on foreign service be allowed to be disbanded, and thenceforward there will be a gradual release, so as not unduly to disturb the labour market, and all along there will be a national attempt to readjust the conditions of the labour market so as to effect a minimum of congestion and inconvenience. It is quite likely that thereafter there will be a burst of manufacturing activity to make up the depleted stocks all over the world, and that this will gradually absorb the labour available. How long that will last no one can tell at this moment. The difficulty will not be lessened by the present widespread employment of women. To what extent that employment will be continued is the question which is agitating many a mind.

THE NEW BRITISH COMMANDER-IN-CHIEF.

Officers from the front tell me that there is a remarkable degree of understanding and sympathy between Sir Douglas Haig, the new British Commander in Chief at the front, and Sir William Robertson, who has been such a splendid Chief of Staff. It is a very creditable understanding, especially as Haig went through a public school and Oxford into a crack cavalry regiment, while Robertson rose from the ranks.

Haig on duty is laconic, though always the gentleman. An officer has described his method as something on this line: "Good day. Your business? You think so? Good day." When he has made up his mind on anything, it is no good trying to argue with him. His men think there is no man like him, for they recall how in the dangerous rush of the Germans towards Calais Haig was "knocked out" for a time by a German shell, but when he regained consciousness he rushed right into the front trenches and joined the foremost of the men in repelling the Germans, utterly regardless of the imminent danger of such a position to himself.

EGGS FROM CHINA.

In order to meet the tremendous demand for eggs in this country just now a trial shipment of Chinese eggs has arrived, packed in sawdust, and I hear that the eggs are in good condition and are meeting with a ready sale. A couple of years ago we could have bought a dozen eggs in England for a shilling. To-day our home-grown variety of new-laid eggs cost three and sixpence a dozen. Canadians are half-a-crown a dozen, and Chinese eggs are two shillings a dozen. If the quality and that price can be maintained I should say that the trade will develop, for there cannot be the outcry against Chinese eggs that there was a year or two ago against Chinese pork.

LONDON AND THE ZEPPELIN.

There is a good deal of agitation for this and that measure of defence to be taken in preparation for the next Zeppelin raid on London, which we are promised when the weather is favourable for such an enterprise. There is even a candidate in the Mile End division just now who says he stands for an efficient air service, and has resigned from official aviation work in order to press its claims on the people.

The searchlights, apparently, play a great part in attack and defence. Our searchlights have proved so dazzling as to blind Zeppelin operators, so the Germans are reported to be designing powerful searchlights to be attached to cables from the Zeppelins and used with the object of blinding the defence parties and at the same time showing up the chief buildings. Probably this is just so much more German bombast and bluff. It has not scared our people, and there is ample evidence that our authorities will give any aerial visitors a warm time when next they pay us a call and attempt to present us with explosive gifts.

BEAN EXPORTS TO NEUTRALS FROM DALNY.

QUESTION IN THE HOUSE OF COMMONS.

In the House of Commons last month, Sir E. Grey, Secretary of State for Foreign Affairs, replying to Sir E. Cornwall (Bethnal-green, N.E., L.), who asked whether the Japanese Government had been requested to prohibit the export of beans and bean oil from Dalny, Manchuria, to neutral countries, said:—The matter has been discussed, but it was not found practicable to prohibit all export to neutral countries, and other methods of preventing these goods from reaching the enemy were preferred.



AND THEY USED TO BE SO THIN.

Get in the Game—Sargol Makes Puny, Peevish People Plump and Popular. Perhaps you yourself have envied the rounded beauty of such figures as these graceful, well-developed, splendidly healthful—you see them at all public places—admired by all.

Perhaps you dread to don your street, tennis or bathing dress because of your own painful thinness—you wonder bitterly why you are thin—you eat good food and plenty of it—but somehow you can't gain flesh—why is it?

You are thin doubtless because the flesh-producing elements in your foods pass away from your body instead of being retained to build it up—your system lacks the power of proper assimilation—a dozen meals a day will not increase your weight—they will only add to the loss.

You need something to stop this waste—you need Sargol.

SARGOL combines with the sugars, starches, fats and albumenoids in your food in such a way that they are readily absorbed by the blood and carried to the parts of the body where they are most needed to nourish and build it up.

As your semi-starved body gains in flesh and rounds out to its normal beautiful proportions you will find yourself improving wonderfully in looks, in vitality and in vigour.

Try this wonderful flesh builder that has made thousands of men and women heavier, healthier and happier. A Gold Medal was awarded Sargol at the Brussels Exposition in 1910, another at Rome in 1911. A. S. WATSON & Co., VICTORIA DISPENSARY, THE PHARMACY, QUEEN'S DISPENSARY, THE EDWARD DISPENSARY, and all other first-class Chemists in Hongkong have it in stock.

"Don't Worry—Take Sargol."

[75-5

Wilson Palmer & Co. The Wine Merchants of the East

NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

[38

YAMATOYA SHIRT CO.

Trade Mark

YAMATOYA SHIRT Co.

YOKOHAMA.

REPRESENTATIVE:

K. TAKAHASHI,

RESIDING AT HONGKONG HOTEL.

ALL ORDERS PERSONALLY ATTENDED TO.

Our Shirts are Sold by

NAKAZAWA SHOTEN,

7, D'AGUILAR STREET.

Hongkong, 24th February, 1916 [323

CHAPOTEAUT'S

MORRHUOL



Superior to Emulsions or Cod Liver oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommanded at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies

Sold in bottles of 100 Capsules.

Sold by all Chemists.

48-5

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, February, 24th.

	Previous Day at 2 p.m	On Date at 6 a.m	On Date at 2 p.m
Barometer	29 84	29.85	29.84
Temperature	65	65	70
Humidity	92	87	87
Wind Direction	East	East	East
" Force	3	4	2
Weather	o	of	of
Rain	—	—	

Highest open air Temperature on 23rd .. 66

Lowest open air Temperature on 23rd .. 61

HONGKONG TIDE TABLE.

From 25th February to 2nd March, 1916.

Day of Week	Day of Month	High Water: H'kong Mean Time	High Water: Height	Low Water: H'kong Mean Time	Low Water: Height
		h. m.	ft. in.	h. m.	ft. in.
Fri.	25	m 1 26	4 7	m 6 44	3 3
		1 16 a	6 1	8 42 a	2 4
Satur.	26	m 3 12	4 0	m 7 7	3 4
		2 21 a	6 3	10 48 a	2 1
Sun.	27	m 5 30	3 7	m 7 29	3 7
		3 35 a	6 5		
Mon.	28	No infer. high-		m 0 12	water
		4 53 a	6 8	nor low-	1 2
Tues.	29	m 8 18	4 0	m 1 7	1 1
	Mar.	6 15 a	7 1	m 10 47	3 9
Wed.	1	m 8 45	4 8	m 1 53	0 8
		7 15 a	7 4	0 21 a	3 6
Thurs.	2	m 9 9	4 4	m 2 34	0 7
		8 10 a	7 5	1 31 a	3 2

KEATINGS POWDER



IT SOMETIMES HAPPENS

Mother! Mother! Mother!
Scratch Keating's over me
For I've been as a street car
And caught a hungry flea.

KILLS BUGS & ALL INSECTS.

3162

"THE NEW FRENCH REMEDY"

THERAPION No. 1

CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.

THERAPION No. 2

CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.

THERAPION No. 3

CURES CHRONIC WEAKNESSES, DRAINS, LOST VIGOR, &c.

SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 2/-

SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO DR. L. CLERMED CO. HAVERSTOCK RD, HAMPSTEAD, LONDON.

A CURE FOR YOU

THERAPION TAY NEW DRAGEE (TASTELESS) FORM OF EASY TO TAKE SAFE AND LASTING CURE.

SEE THAT TRADE MARKED WORD "THERAPION" IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.

BEWARE OF HAVING THERAPION.

54

WEATHER REPORT.

On the 24th at 11.15 a.m.—The anti-cyclone has passed into the Pacific. The Indo-China depression has deepened slightly, and the depression which was to the West of the Bonins on the 22nd is now central n ar Kochi.

Pressure is nearly stationary over the Philippines and along the east coast of China, but has decreased slightly along the south coast and over Formosa.

Hongkong rainfall for the 24 hours ending at 10 a.m to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District.	Forecast
Hongkong & Neighbourhood	E. winds, moderate; overcast, foggy, some rain.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan.	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

24TH FEBRUARY A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.
Vladivostock	6 a.	—	—	—	—	—	—
Nemuro	8 a.	30.20	—	—	E	1	—
Hakodate	"	30.13	—	—	E	2	—
Tokio	"	29.89	—	—	NW	2	—
Kochi	"	29.78	—	—	SW	1	—
Nagasaki	"	.088	—	—	E	1	—
Kagoshima	"	29.86	—	—	NW	1	—
Oshima	"	29.85	—	—	S	2	—
Naha	"	29.87	—	—	—	0	—
Ishi'jima	"	29.86	—	—	E	1	—
Bonin Is.	"	29.89	—	—	—	0	—
Chefoo	6 a.	—	—	—	—	—	—
Weihaiwei	"	30.00	39	81	N	1	of
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kinkiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.97	38	93	WSW	2	o
Gutzlaff	"	30.05	40	—	NW	1	o
Sharp Peak	"	29.94	54	94	—	0	of
Amoy	8 a.	29.96	64	95	SE	1	of
Swatow	6 a.	29.87	62	89	E	1	c
Taihoku	5 a.	29.82	64	96	—	0	o
Taichu	"	29.85	63	—	NW	2	b
Tainan	"	.9 2	64	—	—	0	b
Koshun	"	29.8	66	—	N	4	b
Pescadores	"	—	—	—	—	—	—
Canton	6 a.	29.10	62	94	SW	1	o
Hongkong	"	29.80	65	97	E	4	of
Gap Rock	"	29.62	—	—	E	3	f
Macao	"	29.78	64	100	ESE	2	r
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	29.72	63	100	ESE	4	of
Tourane	"	29.72	76	—	SSW	5	b
Cape St. James	"	29.78	72	—	E	2	o
Aparri	"	29.78	75	89	S	2	o
Dagupan	"	29.75	72	94	—	0	o
Manila	"	29.78	73	91	SE	1	o
Legaspi	"	29.76	75	89	—	0	o
Tacloban	"	29.78	73	96	NW	2	o
Iloilo	"	29.78	72	92	N	2	o
Surigao	"	29.75	73	96	SSW	1	o
Labuan	"	29.76	78	94	SW	6	b

T. F. CLINTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squalls, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, tenths and hundredths.

TRADING WITH THE ENEMY.

CHARGE AGAINST YANGTSZE INSURANCE ASSOCIATION.

In H. M. Police Court Shanghai, the Yangtsze Insurance Association, Ltd., were charged with trading with the enemy. The charge proceeded with was:—For that the Yangtsze Insurance Association, Ltd., having its principal office at No. 26 The Bund, Shanghai, on January 19th, 1915, at Hankow, did by the issue of a contract of marine insurance covering war risk No. 15/705A insured and thereby undertook to make good any loss or damage then to be suffered by the enemy at sea, to wit, by Carlowitz & Co., and enemy firms, in respect of 176 cases of hen yolk and 74 cases of albumen.

In outlining the case for the prosecution, Mr. S. H. McKean said it would appear from correspondence that in July, 1914, the defendants appointed Messrs. Telge and Schroeter their agents at Hankow. That appointment was subsequently confirmed at a meeting of the board of directors on October 12, 1914. Early in August, after the war had been declared, a notice was published by H. M. Consul-General, that the insurance of enemy cargo was not desirable and this brought forth from Messrs. Telge and Schroeter a communication to the effect that they wished to have their position defined by the defendant company. A further letter was subsequently written stating that the agents had heard rumours to the effect that the notification had been withdrawn and again asking to know how matters stood. A reply was sent by the defendant company on August 20 to the effect that the defendant company were precluded from insuring the property of German firms, but there was nothing to prevent Messrs. Telge and Schroeter from holding the position of agents and accepting insurances from Chinese or firms other than German or Austrian. On August 17 the company's agents at Swatow were informed that no usiness could be done with enemy firms, but in a letter, which was sent the same day to the Hankow agents, no mention was made that they were not to insure German cargo at all.

Counsel would submit on the evidence, that the defendants were at that time adopting a peculiar attitude, in so far as they were telling certain agents not to insure German cargo, on the one hand, and, on the other, were telling other agents that they were not to insure cargo in the name of Germans, and, to show his Worship the great precautions they were taking in certain directions, upon December 9, 1914, before any enemy trading regulations came into force, they went to the trouble of altering a mortgage, upon which they had advanced money to a German, into a mortgage in the name of a neutral, and that was confirmed at a meeting of the board of directors.

On December 24, 1914, a curious letter appeared in the letter-book, addressed by the defendant company to their agents in Hankow suggesting they should canvass business from three German firms—notoriously German firms.

The next material letter was sent from the manager of the agents Messrs. Telge and Schroeter, marked "private and confidential," to the defendant company asking if the official letter of August 1914, still held good and if it covered risks for which the policies were made out in the names of Americans. The letter went on to state that some of the writer's friends "were very nervous and perhaps not without reason. They say that the Insurance Co. is not allowed to pay in case the goods are seized and confiscated if it is proved they are shipped by a German firm. I told them that your company would certainly pay if the policy was in the name of a neutral bank or neutral firm. The trouble is that the American credits are mostly opened here through the German Bank."

The writer wanted an assurance that in case of seizure or confiscation the defendants would pay. A reply was sent to the effect that the company would pay any legitimate claims—in fact, would have no option in the matter, provided the claims were made payable in America, as the company was entered in America and, being authorized to do business in all the States of America, had the necessary deposit in New York. The company was prepared to issue policies in the name of firms other than German or Austrian firms, shipping goods to firms other than German or Austrian firms in the United States and provided the goods were financed through a neutral bank the agents were at liberty to accept risks without the "Free of British capture" clause.

Among the documents which were seized there was a monthly return of Messrs. Telge and Schroeter to the defendant company's head office in Shanghai, under date January 19, 1915. In that appeared the following:—Policy, 705A, date, January 19; strs. *Kutwo* and *Indra*; voyage from Hankow to New York; the interest was 170 cases of hen yolk, 70 cases of albumen; the risk was war risk; the insured was Townsend Rushmore; the sum assured was Tls. 18,017.78, the rate was one and a half per cent., and the premium war risk was Tls. 270.37. Townsend Rushmore was a director of Messrs. Carlowitz & Co., and was the representative, and in fact the partner, in the firm in New York.

Mr. F. N. Matthews, of Messrs. Lowe, Bingham and Matthews, give evidence bearing out the opening of counsel.

Mr. Macleod—Do you ourself know of any peculiar circumstance which would render this cargo liable to capture at sea?—I certainly don't.

Mr. Macleod in asking for an adjournment in order to have the opportunity of going through the Documents seized and of communicating with Hankow, drew attention to two points, namely: it was an integral part of the charge that the loss or damage insured against should be the loss of an enemy firm. No evidence had been offered as to the nationality of the firm of Messrs. Carlowitz & Co. At first sight that might appear a technical point, but there was considerably more in it than that, because there was also the question of what the term "enemy" meant. The second point was that it appeared to be an integral part of the charge, also, that the goods were liable to capture, and he submitted that on the face of the evidence offered these goods were by no means liable to capture. He would, of course, argue these two points at length, but the first point seemed to him to be a matter of absence of evidence while with regard to the second the goods were shipped upon British steamers to America.

The case was adjourned until the next day, when Mr. Charles Ernest Rayner said that, at one time, he was a partner in the firm of Messrs. Carlowitz & Co., a position which he had held for fifteen years. Carlowitz & Co. were a German firm with an office in Hamburg. This was in 1910 and he did not know whether there had been any alteration since then. Witness explained that to all intents and purposes he left the firm in 1910, but his retirement was not announced until 1913. He knew Townsend Rushmore. When witness left the firm Rushmore was a partner though the last actual knowledge that he had of that was in 1910.

In reply to questions by Mr. Macleod, witness said that Mr. Rushmore lived at New York as far as he knew.

Mr. Macleod—You say the nationality of the firm of Carlowitz & Co. is German; what do you exactly mean when you speak of the nationality of a firm?—Well the firm has always been registered at the German Consulate. That is why I say it was a German firm.

Speaking of the manner in which the business was done witness said that the goods were consigned to America, being sometimes sold outright, and sometimes consigned for sale at New York, and, with regard to the financing of the goods, sometimes the firm drew upon New York and at others they were used as remittances.

Mr. Macleod—Do you know of any case of those goods finding their way to Europe?—I don't think so.

Did you ship some goods to Europe?—Yes.

To what countries?—It was chiefly Germany and France.

Mr. E. T. Rivero assistant in the British shipping office, British Consulate, produced a list of the British ships which cleared through the Consulate during the year 1915. The str. *Indraghiri* arrived on March 5th and cleared upon the 11th of the same month for New York. The *India* entered upon January 26th and cleared upon January 29th for the same place, both ships being consigned to Messrs. Jardine, Matheson & Co. The papers of the ships were in order.

In answer to Mr. Macleod witness said that he did not get the manifests.

The case was adjourned until March 1st.

AIR WARFARE.

ENEMY'S FOKKER MACHINES.

MANOEUVRES WITH LIGHTNING SPEED.

Germany's recent air successes continue to excite interest.

The *Manchester Guardian* has a detailed and well-informed article by an aviation expert, who states that the Germans hitherto only mentioned army commanders, such as Von Hindenburg and Von Mackensen, in their *communiqués*. They are now billing humble lieutenants as star turns, thus:—"Lieutenant Immelmann shot down a British aeroplane; Lieutenant Bolcke shot down another." Evidently Germany believes she can inspire the Royal Flying Corps with terror.

Fokker is a young Dutchman, who built a weird uncapsizable monoplane in 1911. The new Fokkers do not attempt to secure inherent stability, but are designed to be absolutely under the control of the pilot in every position. They are thus able to manoeuvre with lightning speed.

They closely resemble the Morane monoplanes, which Mr. Hamel used. Immelmann's and Bolcke's aeroplanes have guns on top of the engine, and fire through the propellers, which are fitted with deflector plates. Only 5 per cent. of bullets hit the plates. M. Garros first tried the deflector dodge. The Fokker's favourite method of attack is to rise 1500ft. and hang round until the Allies' machine appears below. The Fokker then stands on its head, dives straight for the victim, aiming the gun by steering the whole aeroplane like Judson's flatiron gunboat in Kipling's story.

DODGE LIKE A RABBIT.

By making the descent slightly spiral a straight stream of bullets becomes a cone of fire, from which the victim cannot escape whichever way he turns. If he fails to hit, the Fokker comes behind the enemy, firing along his body, so the pilot, passenger, tanks, and engine are all in the one line of fire. Unless the pursued is able to dodge like a rabbit some vital part is bound to be hit. It is quite possible that British manufacturers will produce faster monoplanes equally quick and easy to manoeuvre, but they must be given a free hand, and not hampered by obsolete official types.

There has been a general impression that British aviators commanded the air in the west, due to Viscount French's despatch in October, 1914. The impression was also largely due to the biggest German aeroplanes being withdrawn to take part in the big drive at Russia. Then the German battle aeroplanes did considerable damage, until the French introduced fast scouts and the so-called aviator cannons, carrying 3in quick-firers instead of machine guns. German aeroplanes were again scarce in the west till October, when big long-distance machines were sent to Servia, Bulgaria, and Bukovina, and to watch the Roumanian army on the Hungarian frontier.

MINISTRY OF MUNITIONS.

NEW BUSINESS COMMITTEE.

Mr. Lloyd George informed Sir J. Walton (R, Barnsley) in the House of Commons recently that the Committee of business men set up to secure economies in connection with the Ministry of Munitions consisted of

Mr. S. H. Lever, Assistant Financial Secretary to the Ministry of Munitions,

The Hon. Charles Rothschild.

Mr. John Mann, chartered accountant, Glasgow.

Mr. Frederick Palmer, of Rendel, Palmer, and Tritton, engineers.

THE WESTERN FRONT.

COMPARED WITH ANZAC.

[FROM THE COMMONWEALTH OFFICIAL CORRESPONDENT, CAPTAIN C. E. W. BEAN.]

By the kindness of the British War Office, I have been permitted to pay a short visit to the British front in France and Flanders, which I was particularly desirous of making, in order to be able to draw a just comparison between the conditions of the campaign in Gallipoli and those of the great struggle on the Western front.

My experience of the officials dealing with correspondents has been, from first to last, that far from putting difficulties in the way, as the common supposition is, they have consistently gone out of their way to help one in performing his duties to the fullest extent consistent with the regulations.

The trenches at Anzac were much the best in Gallipoli, and incomparably more elaborate than the best I have seen in France. In France the troops making the trenches have to struggle the whole time against the influx of water. Except for portion of the summer, when the earth is as dry in Flanders as in the lower parts of Gallipoli, the troops on the Western front have to take constant steps against the encroachment of water. Tunnelled trenches like those at Anzac, would immediately fill with water in most parts of the line here, and would have to be shored up heavily with wooden props and roof beams. The system of deep dugouts into the hearts of hills into which a great part of an army corps could be marched and live there as long as they wished in perfect security from any known projectile would be quite out of the question in some parts of the Western front. The conditions at Anzac made it possible to dig there with immense labour what were probably some of the best trenches known to military science.

The artillery fire in France seemed to me to be about as constant as in Gallipoli. The target for German guns here is nothing like so crowded and concentrated as the closely-peopled areas around Anzac, Helles, and Suvla. On the other hand, the Turks are not generally such good gunners, and I doubt if their explosives were always the most modern. The fearful bombardments which both sides administer to the other in France and Flanders were never approached in Gallipoli, except by the French guns, and on a few occasions by our naval guns, when they caught the enemy coming down the seaward slope of the hills. The allied lines in Gallipoli were never subjected to such torrents of shell as preceded and succeeded battles like those of Loos and Neuve Chapelle.

The tension in the trenches in Gallipoli, especially at Anzac, was considerably greater than in France. The old line at Anzac originally hung on to the edge of the hilltop, and the only way to create second and third lines was to constantly push forward and steal ground under the enemy's rifles. This work never ended from the day the men landed to the very last week. Constant sapping, tunnelling, and mining along the whole lie at immense labour finally produced two or three, sometimes more, lines of wonderful deep trenches, and brought our lines in a number of places to within 25 yards of the enemy, and in several places to within 15 yards or closer. Mining, which was unhampered by water, was continuous along a great part of the line. The enemy was constantly mining towards us in order to deprive us of our narrow ground, and, though the Turks were utterly outclassed at the game, this made the normal tension along the front line greater than seemed to me to exist in the portions of the line which I saw in France.

The whole great system on the Hinterland impresses every visitor to the western line. Our hinterland ended half a mile and a half from the trenches. The effect of the shell fire in towns is a heart-rending spectacle. One often sees civilians lying face downwards in the gutter, old women running towards tragedy or away from it; young wives with little children standing in open doorways with strain imprinted on every line of their pale faces. We saw none of this in Gallipoli. There you did feel the presence of real living enmity, which, in spite of cheery faces, gives a constant sense of seriousness in the trenches in the west. The combat in Gallipoli was not fought with poisonous gas or even the newest and greatest gun projectiles. The army there had to do with what they could conveniently procure; for example, bombs on both sides. On the whole it was more old-fashioned warfare than in France. The strain of hand-to-hand bomb fighting was more general in Gallipoli because the lines on the whole were closer.

The summer in Gallipoli was trying owing to the dust and heat, and especially the flies. But I doubt if the weather conditions were ever so disagreeable as the mud, rain, slime, wet, crumbling trenches of the western front. The real discomfort of all in the Gallipoli campaign was that whatever discomforts there were from shells, rifle fire, and flies, it was impossible to obtain relief from the untold hard work of tunnelling, trench digging, food and water carrying, the lack of wood, iron, and last, but not least, the lack of canteen stores. Brigades were in the trenches four, five, and six months without relief. The so-called rest camp was often within a hundred yards of the firing line, always under shell fire, and the rest consisted largely of mining and water carrying, so that units honestly preferred the trenches. The Army Service Corps, the ambulances, and some hospitals were always within range, and possibly lost a higher proportion of men from shell fire than if in the trenches. The brigade divisional, and even the army corps headquarters, were much closer than many of the battalion headquarters in France.

In short, each field of war has peculiar difficulties. But what I have seen in France convinced me that the Gallipoli campaign was rightly estimated as one of somewhat exceptional and unavoidable hardship.

SULTAN'S HEIR'S WISH FOR PEACE.

The *Temps* correspondent at Athens says it is reported from Constantinople that the Heir Apparent, supported by the greater part of the Turkish officers who are discontented with the German domination, wishes to conclude a separate peace with the *Entente*.

THE EFFECT ON PARKINSON.

[BY W. PETT RIDGE.]

It is likely that few were so much upset by the early closing order as Parkinson. The inability to give commands for refreshment after a certain hour in no way troubled him; all men in clubs are temperate nowadays, and Parkinson could have accepted the presidency of a Band of Hope society. The inconvenience to him was caused by the fact that some members of the staff went off duty at ten o'clock.

"I shall write to the committee," he announced vehemently. "I shall make up an uncommonly straightforward letter and enter my protest." He touched one of the white knobs on the walls of the lounge and sat at the desk with the air of one in the throes of composition. A waiter appeared. "Go back," he ordered. "When I am ready I'll ring for you."

"Beg pardon, sir, but I fancy somebody did ring."

"You're a stupid fool," declared Parkinson, "with no more intelligence than a sheet of blotting paper."

"Yes, sir," said the waiter. And left.

Other members present suggested it was useless to send a note to the club authorities; they recommended that if Parkinson wished to take any action he should write to one of the newspapers. Parkinson rang again.

"Run upstairs to the morning-room," he directed, loudly, "and find out the address of a respectable journal. And don't be all day about it. Move yourself for once, and concentrate your mind on the task you have to perform. You're not such an idiot as you look, are you?"

"Hope not, sir," answered the waiter, going.

"Now," chuckled Parkinson to the rest, "it will be rather interesting to see what sort of muddled information this chap brings. A lot of you appear to be contented with the way the staff carry out their duties here. I'm not. Never have been. Always believe in keeping 'em up to the mark. A collection of slackers; that's what I call them."

It happened that the waiter supplied details in which no fault could be discovered. Parkinson had his opportunity later when the attendant, sent to the hall porter with most exact instructions to buy a penny stamp, returned with two halfpenny ones. The waiter reported bitterly in the corridor to his colleagues that old Parky was in uncommon good fighting form. "But you see he's a bachelor," urged one exqusingly, "and he's got nobody at home to have an argument with."

Parkinson gave the newspaper a generous allowance of three days, mentioning to his friends that this extraordinary war no doubt occupied a great deal of space. At the end of the period he talked to the hall porter on the subject in candid terms: the hall porter said that, for himself, he had never held an exalted opinion of journalism, and now thought less of it than before. Parkinson, going on to the smoking-room, found with some relish that page came to make the five-thirty clearance of the letter-box at the hour of five-thirty-two, and detained the lad to hear a lecture on punctuality and its supreme value. Page urged that the staff was short-handed. Three of the waiters had enlisted. Parkinson said this was no excuse, and repeated the lecture, with some additions.

"You can go," he said coldly, at five minutes to six. "Send one of the waiters to me."

No waiter came, and Parkinson gave summonses by the electric bell; sat on the fender seat, and prepared to give the man on arriving correct and adequate reproof. As he turned to look at the clock, in order to obtain an estimate of the delay, the door opened.

"Matches!" roared Parkinson.

"I beg your pardon?"

A young woman, capped and aproned, stood at the doorway. Parkinson instinctively rose from the fender seat.

"Are you," he stammered—"are you doing waiter's work?"

"I am trying to."

"Well," he said, rather uneasily, "I do wish you'd kindly see about matches. Here's this table with a matchstand on it absolutely empty. Devoid of contents, so to speak."

"But there are half a dozen well-filled ones on the other tables," she pointed out. "Don't be so absurd. You've brought me down all the way from the second floor for nothing at all."

"Sorry, sorry!" he remarked penitently.

"It ought not to happen again," she remarked. "Such a waste of time."

Parkinson showed depression that evening, and members gave him medical advice which had the value that most free gifts possess. He left early. The new waitress opened one of the swing doors for him at the top of the steps, and he found himself lifting his hat in acknowledgment of the service.

A few of the elderly men waiters remained, but these were inured by age and experience to the criticisms of testy members, and little satisfaction could be obtained in reprimanding them. There was still, however, page. Without page club life for Parkinson would at this time have been a desolate blank. The lad was a stolid youth, with a weakness for scrunching apples in moments of leisure; the sound never failed to exasperate Parkinson, who more than once threatened to bring about page's dismissal. Parkinson, on an occasion, found page in the card-room, facing the mirror and going through some of the muscular exercises recommended to those who wish to keep fit.

"You ridiculous young monkey," shouted Parkinson. "What on earth do you imagine you are doing? For two pins I'd take you by the scruff of the neck and pitch you out of the window. Do you hear?"

"Didn't know there was anybody about, sir."

"You didn't know——" he mocked satirically.

"Besides which, sir, if you don't mind my saying so, it's the duty of everyone in these times to make himself as healthy and strong as he can."

"Leave the room," ordered Parkinson, with admirable self-control. "Leave the room before I lose my temper!"

It was said of him at this period that his style was mellowing.

THE BRITISH BLOCKADE.

ITS FULL SIGNIFICANCE EXPLAINED.

[BY E. A. SCOTT-JAMES.]

Not perhaps till long after the war has been concluded will the full significance of the British blockade be appreciated. Every month, every day we get fresh indications of its results. For a general understanding of the methods by which it has been made effective we cannot do better than study an official White Paper recently issued by the Government. It is neither an apology, nor a pæan. It is a cold statement of the facts of international law, of its application under modern conditions. It states definitely the way in which this has been interpreted and rigorously administered by the British. It takes for granted sea supremacy so complete that any limitation of British rights and powers over seafaring commerce is self-imposed. The British Government, through its Navy, has the power, if it willed, to commit injustice at sea upon both neutrals and belligerents But, on the contrary, it has pronounced a definite policy. This policy is an exact interpretation of international law, and by this law it binds itself as rigorously as it binds the rest of the world.

The official statement tacitly assumes a fact which no one has ventured to dispute. The British and the Allied Governments have the power to stop ships which attempt to enter leave any European port save on the inland waters of the Baltic. How, then, do they use this power? The first portentous result was instantaneous. From the beginning of the war no ships attempted to enter German ports, none ventured to leave. Thenceforward direct trade to German ports, save across the Baltic, entirely ceased.

A SELF-DENYING ORDINANCE.

But a great change has come over the world since the Napoleonic wars, or even since the Declaration of Paris in 1856. Had the maritime Powers been too complacent, modern systems of credit and exchange, and rapid means of overland communication by rail, would have made it easy for the enemy to evade the blockade by passing goods through neutral countries. At the beginning of the war, therefore, the British and the French Governments availed themselves of the rules previously set forth in the Declaration of London. That is to say, they stopped neutral ships, and seized goods primarily used for war-like purposes, if it could be proved that they were destined for an enemy country; and in the case of goods equally useful for warlike or peaceful purposes, they seized them when it could be proved that they were destined for an enemy Government or its armed forces.

At first, then, the maritime Powers imposed upon themselves a severe self-denying ordinance. They did not attempt to seize goods destined for the civilian population of Germany and Austria. Again and again it was pointed out that a modern State wages war with the whole of its resources; that all goods sent into Germany were directly or indirectly providing the German Government with the sinews of war. Nevertheless, the Allied Governments, almost quixotically, adhered to their rule until Germany forced upon them a different policy. In her piratical submarine campaign she admitted no distinction between goods used for warlike or peaceful purposes. She took no trouble to distinguish between different kinds of goods, or even between soldiers and civilians, or between Britons and neutrals. She sank all ships at sight. She murdered neutrals as well as Englishmen and Frenchmen.

For this reason the British and Allied Governments in March, 1915, freed themselves from some of their self-imposed restrictions. They still observed all the laws of war. They sank no ships except enemy warships. They stopped suspected ships, and detained them for as brief a period as possible in port, and examined their cargoes. But no cargoes were seized until they had been submitted to a Prize Court, which applied the principles of international law. They did not confiscate unless the goods were proved to be destined for the enemy. They compensated the innocent. They now claimed, however, the right to stop exports as well as imports; that is to say, all goods going to, or coming from, Germany; and reserved to themselves the right to determine the class of goods that should be seized.

The immediate result was the almost total destruction of German export trade. From March to September (inclusive) the exports to America dropped from the normal figure of 124 million dollars to 22 million dollars, and of this latter amount the greater part was sent through by British permission. The latest returns available, those for September, show that over 92 per cent. of German exports to the United States were stopped. In other words, the oversea exports of Germany and Austria were nearly extinguished.

A MORE DIFFICULT PROBLEM.

But in the case of imports the problem was more difficult. In the words of the official paper, "a belligerent who makes use of his naval power to intercept the commerce of his enemy has to justify his action in each particular case before a Prize Court, which is bound by international law and not by the ordinary law of the country in which it sits." The goods which Germany attempts to import are consigned to neutral ports. The ship's papers convey no hint as to their real destination. Every device which ingenuity can contrive has been used to give to shipments intended for Germany the appearance of genuine transactions with a neutral country.

For this reason the Allied Governments are not content with the information which can be gathered on board ship. Elaborate organisations for inquiry have been established, and by this means a mass of exact information is at the disposal of the Prize Courts. But even this has not been sufficient. Agents of the Central Powers have still found means of baffling research, and have smuggled goods through British Prize Courts and through neutral countries. The British Government therefore has had to resort to another expedient.

It has no wish to stop legitimate imports to neutral countries. On the contrary, it is anxious to preserve good relations with them, and cause them as little inconvenience as possible. To satisfy their legitimate needs it has been found convenient on both sides to come to certain agreements. These agreements have been made with representative associations of merchants, who guarantee that articles consigned to them will not reach the enemy, whilst the British Government, on the other hand, guarantees them free passage. Similar agreements have also been made with various shipping firms. Also by exercising its power of supplying or refusing bunker coal to neutral ships, various shipping lines have stopped their services between Scandinavian and German Baltic ports.

The British Government is doing its utmost to ration neutral States, and to cause them only the minimum of inconvenience. But the arm of sea power is far-reaching. England can check trans-Baltic trade not merely by submarines, but by its power of withholding maritime privileges from those who trade with her enemies. There is a party in Great Britain which urges that the Government has been far too lenient; that she has used her supreme power too sparingly. But she is achieving her purpose. The blockade is becoming more and more effective. German trade is being stifled. She is achieving this, and without violating any principle of international equity.—*Daily Chronicle.*

A PREVENTIVE OF AIR RAIDS.

SIR A CONAN DOYLE'S SUGGESTION

Sir Arthur Conan Doyle writes to *The Times*:—

It is continually asserted in Continental papers, and it is inherently probable, that the Germans are preparing fresh Zeppelin raids upon London on a larger scale than before. It becomes a very serious question how we should meet this menace.

All attempts to defeat a raid at London itself are, as it seems to me, open to very grave objections. To bring a blazing Zeppelin with its cargo of explosives on to the roofs of a great city would probably be as dangerous a thing as to endure its bombardment. It might fall where it would produce no harm, but it is equally possible that it might descend on a crowded quarter and cause some great catastrophe. On the other hand, when once a Zeppelin has started upon its way it is very difficult to see how it can be intercepted and stopped before it reaches its destination. We have, I fear, to face the fact that we can neither stop their coming nor deal with them with any certainty when they have come.

There remains one other course—but it is a very effective one. It is to stop the attempt by showing that you can and will retaliate. The German airship coming from the eastern part of Belgium has to travel at least 200 miles each way upon its mission. Had we an aviation centre near Nancy we should be very much nearer than that to great German centres of population. The distance from there to Wiesbaden would be 100 miles, to Bonn 130, to Frankfurt 140, to Coblentz 120, to Cologne 150. If, then, London is vulnerable, these are very much more so. Without any delay we should establish such an aviation centre, defend it with numbers of the best aircraft guns against the persistent attempts which will be made to destroy it, and announce to the German Government through the American Embassy at Berlin that we can tolerate no more outrages upon our civilian population, and that any further raids will be followed by immediate reprisals.

If such a policy were at once put in force it might act as a preventive—which is better than vengeance. But if it must be vengeance, then the blood is on the head of those who with their eyes open have provoked it. The whole world has been a witness to our patience. But for the sake of our own women and children the time has come when these murders must be stopped. If their civilians die as a consequence of the deliberate actions of their fellow-countrymen, then it is they and not we who have doomed them. There should be no limit to the bombardment of these towns. We should go on and on until we have a formal promise that this form of warfare shall stop. The Hun is only formidable when he thinks that he can be frightful with impunity. "Blood and Iron" is his doctrine so long as it is his iron and someone else's blood. When the French began to retaliate at Karlsruhe and Heidelberg several German journals at once announced that such warfare was inhuman, and it has as a matter of fact been discontinued—for France.

It is eminently a subject for ventilation, for it is clear that the Government cannot act in advance of public opinion, or pledge themselves to a course of action which the public might repudiate. The danger is a very pressing one and this is the only way to meet it. If there were a general concurrence upon the subject in the Press the authorities would feel strengthened in any action they might take. If we move quickly we may be in time for prevention. If we delay only vengeance may be left.

Commenting upon this suggestion "Captain, R.F.A." in a letter to the *Times*, says:—I have read with surprise Sir Arthur Conan Doyle's letter asking that reprisals should be undertaken against German cities in reply to their Zeppelin bombardments of London. I must confess at once that I have no objection to such reprisals on any moral grounds, but why on earth should we follow the German example and dissipate our military effort in killing civilians? Surely it is not asking too much of the inhabitants of London to take their chance of a few dozen bombs at very long intervals without squealing for reprisals which can have no military result. By what right do you in London demand that we in France should drop bombs on anything except the German Army and its communications? Merely to make you a little safer than you are—and God knows the risk to each one of you is not very great. I have no figures whatever to go on, but I should imagine that the amount of military effort required to drop a ton of explosives on London from Zeppelins would suffice to put 10 or 20 tons of explosives into our trenches in Flanders. Perhaps this thought may help Londoners to look on their Zeppelin bombardments, if not with pleasure, at least with resignation.

WAR AND WINTER.

WHY THE WEATHER BENEFITS THE ALLIES.

[BY JAMES DUNN.]

Why wait for the cannon to boom in the spring? Why not an active winter campaign in the west? The activity seen in France and Flanders during the last few weeks proves that the rigours of winter cannot prevail before the remorseless demands of battle and when fighting under climatic difficulties the odds are greatly with the Allies.

Numerically and physically we are superior to the enemy. Our men are better fed, better shod, better clothed, better housed than the Germans. Therefore the hardships of winter should be our allies rather than our foes.

Germany is groggy from the body blows dealt by the British Navy. Shrewd, strong blows at her head and face on the western front will make her totter for the knock-out we are all hoping for this year. But there will be no knock-out this year if the winter campaign is again to be one of "masterly inactivity." We must pound the German hard, and we must pound them as often as our supply of shells will permit, for at the present time Germany is passing through a critical internal crisis partially concealed by a strict censorship of her Press. What is the exact nature of this crisis it is difficult to say beyond the fact that it is mainly financial.

Many excellent articles have been printed in Allied papers from "neutral correspondents" in Germany, but as almost all these correspondents differ in essential facts their testimony is more confusing than convincing. As every trained journalist knows, so much depends on a man's temperament, his facilities and capacities of observation, and his powers of deduction in estimating and describing great events that, however honest a neutral visitor to Germany might be, he is liable unconsciously to convey an erroneous impression to his readers.

Even on the obvious fact of fat riots these neutral visitors cannot agree. Again, it is not surprising; it is merely a question of the capacity and opportunity for observation. Suppose there were a big dock strike in London and every news item concerning the strike were suppressed by the Censor. A foreigner might come to London, put up at a West End hotel for a couple of days, and return home knowing nothing of the strike, except what he had picked up from unreliable gossip.

Such are a few of the reasons I suggest are responsible for the divergent accounts of present-day life in Germany printed from time to time in the Allied and American Press. The best—in fact, the only—way to obtain something like an accurate knowledge of what is happening in Germany is to mingle with Germans not for days and weeks but for months; to learn their habits, their moods, to gauge the value of their confidences and disclaimers

For many months I have been living among Germans in Rotterdam, the most pro-German of the Dutch cities. I have watched them at the Maas Station arriving from Germany. I have noted their commercial and journalistic activity in Holland, I have dined at the same tables, drunk in the same cafés, ridden in the same cars, and I may fairly claim to know something of what Germans themselves are saying and thinking.

GREATER HATRED OF ENGLAND.

The Germans are beginning the year with an intensified hatred for England and an increasing fear of our Empire's resources. German business men are openly anxious over the continuing decline in their money value, which, unless speedily averted, means bankruptcy; German politicians are concerned over the growing spirit of revolt shown by the more influential Social Democrats. These two topics are the subject of conversation wherever intelligent Germans are gathered together. So far the Socialistic threat is a cloud only the size of a man's hand, but the money trouble is over-shadowing the German Empire.

Prevailing German opinion is that the Government will adopt stern measures against the more active of the Socialist leaders, several of whom may be shot "to encourage the others." In bearing their financial burden, German business men are looking for help to Holland. It cannot be denied that very many wealthy Dutchmen believe firmly in Germany and her powers of recuperation, and they are backing their belief with Dutch money.

The danger of a premature peace is more to be feared by the Allies than a German offensive east or west. A deliberate, calculated whine is now appearing in the German snarl against England. More and more we hear of the British Navy starving German babies. Anyone who knows the German understands the hypocritical "tosh" about the massacre of the German innocents. Whatever happens to Germany, German children will not starve.

More than any other country Germany realises that her children are her greatest assets. Her past proves, her future demands, that care of her children must and shall be her first consideration. Once German children begin to die of starvation Germany will throw up the sponge. Germany's great trouble just now, especially in the country districts, is not starvtion but disease.

Typhus has broken out in many villages, there is a scarcity of doctors, drugs, and hospital accommodation. Old men and women who are now doing men's work in fields, mines, and factories are not equal to the strain. Not in Berlin and the larger cities must one seek for Germany's weakness, but among the urban and rural population. People in these areas have relatives in Rotterdam, and these relatives talk.

"GIVE THEM NO REST."

Therefore, again I maintain now is the time to deal Germany smashing blows in the place she will feel them most, and that is on the western front. After the great bombardment that preceded the attack on Lobs there were as many lunatics as wounded in the hospitals of Ghent. In youth, in vitality, in endurance the German army on the western front cannot be compared with the Allies. Unlike the Allies, they cannot be sent to the base for a welcome rest from the terrible ordeal of sustained shell fire. They must "stick it" day after day and night after night, enduring the while the rains, floods, snows of winter.

The German soldier is constantly reminded by his officers that he and his machine-gun are irresistible in defence. The machine-gun now practically replaces the rifle as the weapon of German infantry. The soldier is chained to the gun, not to prevent him running away from it but to help him to carry it. While the machine-gun is the most deadly and effective of weapons it is also the most delicate. Not only are the machine-guns liable to jam by a swift change in temperature, but also their delicate construction is peculiarly sensitive to high-explosive shells. Hence it is obvious that we must fight the German machine-guns with quick-firers when and where we choose to attack. And attack we must in some form or the other. There is nothing so productive of neutral sneers as the oft-repeated statement, sometimes put in the mouth of a Staff officer, "Let the Germans come. We are prepared for them."

Surely, too long have we been waiting for the Germans to come. We may not be able to make any considerable advance against the Germans in winter, but we can harass and dishearten them by giving them no rest. Our men have the will to conquer and the power to strike. Every local success of the Allies on the western front causes a tremor in Germany, already weakened by the silent, relentless pressure of the British Navy. A success by Germany on the western front would give her what she badly needs—a second wind. There must be no second wind for Germany. Otherwise this war is going to be a damnable and shameful draw.—*Daily Mail.*

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TJIKEMBANG ...	JAVA	7th April.	11th April.	do.
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SHIPPING.

ARRIVALS.

DRUVAR, Norwegian str., 1,102, J. Bing, 24th February—Bangkok 16th February, Rice.—Order.

KANCHOW, British str., 1,222, Rees Lewis, 23rd February—Bangkok 13th February, Rice.—Butterfield & Swire.

LUCHOW, British str., 1,221, Gibbs, 23rd February—Shanghai 20th February, General.—Butterfield & Swire.

MIYAZAKI MARU, Japanese str., 7,791, J. Teramuka, 24th February—Singapore 18th February, Lead and General.—Nippon Yusen Kaisha.

ST. ALBANS, British str., 3,594, E. T. Pilcher, Manila 20th February, General.—Gibb, Livingstone & Co.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.

February 24th.

KIRIN MARU, Jap. str., for Singapore.
MIYAZAKI MARU, Jap. str., for Yokohama.
NIPPO MARU, Jap. str., for Miike.
WAKAMATSU MARU, Jap. str., for Nagasaki.

DEPARTURES.

February 24th.

ESANG, British str., for Shanghai.
GEMINI, British str., for Hongay.
HITACHI MARU, Jap. str., for London.
HSINCHANG, Chinese str., for Canton.
HUPEH, British str., for Singapore.
LUCHOW, British str., for Canton.
NAMUR, British str., for Europe.
PAKHOI, British str., for Hongay.
WENCHOW, British str., for Shanghai.
YEI MARU, Jap. str., for Canton.

PASSENGERS.

ARRIVED.

Per *Miyazaki Maru*, from Singapore, for Hongkong, Mr. and Mrs. Henderson, Mr. Gale, Mr. West, Mrs. Eastman, Mrs. Eastman, Mrs. Jastakin and child, Mr. Pavoid, Mrs. Wilkes, Mr. Mogra, Mr. Rottschafer, Miss Winsner, Mr. and Mrs. Mathews, Mr. Horne, Mr. and Mrs Eveland, Mr. and Mrs. Carroll, Mr. Baria, and Mr. Jarrett.

DEPARTED.

Per *Hitachi Maru*, for Europe, etc., Mr. Hayashi, Mr. Noda, Mr. J. C. Douglas, Mr. Ikeda, Mr. Yoshida, Mr. E. Block, Mr. A. H. Hollingsworth, Mr. H. G. Jonnson, Mr. C. F. Cooke, Miss Amelia Bucker, Miss Murphy, Mr. and Mrs. Rose and infant, Mr. Shimidzu, Mr Yamakoshi, Mr. Uchida, Mr. and Mrs. Abe, Mr. Oishi, Mr. Yamamura, Mr. K. Takeuchi, Mr. Lade, Mr. S. Ohtsuka, Mr. and Mrs. Yasuda, Mr. Morris, Mrs. Miyasaki, Mr. Asss, Mr. Okubo, Mr. M. J. Quist, Mr. J. W. Tunson, Mrs. M. Moosdeen and child, Mr. Kobayashi, Mr. Ward, Messrs. Wilson, Oguri, Donato, Nishihata, Argo, Atherton, Geggi, Greener, Stabbs, Hobo, Katuno, and Kobayashi.

VESSELS EXPECTED.

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The P. & O. s.s. *Novara* left Singapore for this port on 23rd inst. morning with the outward English mails, and is due to arrive here on the 28th inst. about 4 p.m.

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Hongkong, 25th February, 1916. [1

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SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SINGAPORE MALACCA, PENANG, &c	IYO MARU	Jap. str.	—	Okamoto	NIPPON YUSEN KAISHA	On 9th Mar., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	On 9th Mar., at 3 P.M.
LONDON	KEELUNG	Brit. str.	—		THE BANK LINE, LIMITED	On 15th Apr.
MARSEILLES VIA PORTS	ATLANTIQUE	Fren. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 5th Mar., at 5.30 P.M.
MARSEILLES, LONDON & VIA SINGAPORE, &c	MADAWASKA	Brit. str.	—		THE BANK LINE LTD.	On 30th Mar.
VICTORIA & TACOMA VIA SHANGHAI, &c.	CANADA MARU	Jap. str.	—	T. Suruga	OSAKA SHOSEN KAISHA	On 4th Mar., at 3 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &	TAMBA MARU	Jap. str.	—	Nagasage	NIPPON YUSEN KAISHA	On 7th Mar., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 11th Mar
NEW YORK VIA SUEZ CANAL	INDRASAMHA	Brit. str.	—	J. P. Jones	SHEWAN, TOMES & Co.	Middle of Mar.
NEW YORK VIA SUEZ CANAL	EGREMONT CASTLE	Brit. str.	—		DODWELL & Co., LTD.	About Beginning of Mar.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	DAIREN MARU	Jap. str.	—		TOYO KISEN KAISHA	To-morrow, at 10.30 A.M.
SAN FRANCISCO	KA IMOEN	Dut. str.	—		JAVA-CHINA-JAPAN LINE	On 13th Mar.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—	Filmer	TOYO KISEN KAISHA	On 14th Mar., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	—	A. J. Hailey	CANADIAN PACIFIC O. S. LTD.	On 26th Mar.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF RUSSIA	Brit. str.	—	D. Dixon	CANADIAN PACIFIC O. S. LTD.	On 22nd Mar.
AUSTRALIAN PORTS VIA MANILA	TAITUAN	Brit. str.	1 m.	H. E. Hamilton	BUTTERFIELD & SWIRE	On 28th inst.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Soyeda	NIPPON YUSEN KAISHA	On 14th Mar., at 4 P.M.
AUSTRALIAN PORTS VIA TIMOR	ST. ALBANS	Brit. str.	—	E. T. Pilcher	GIBB, LIVINGSTON & Co.	On 15th Mar., at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Takeda	NIPPON YUSEN KAISHA	On 12th Mar., at 10 A.M.
JAPAN	TJILIWONG	Dut. str.	—		JAVA-CHINA-JAPAN LINE	On 4th Mar.
KOBE & MOJI	KUMSANG	Brit. str.	—	P. Knight	JARDINE, MATHESON & Co., LTD.	To-morrow, at Daylight.
TSIENTSIN	KUNICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 3rd Mar., at Noon.
SHANGHAI, KOBE & YOKOHAMA	MIYAZAKI MARU	Jap. str.	—	Teranaka	NIPPON YUSEN KAISHA	To-day at 8 A.M.
SHANGHAI, KOBE & YOKOHAMA	AMOZON	Fren. str.	—		MESSAGERIES MARITIMES	To-day.
SHANGHAI, KOBE & YOKOHAMA	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	To-day.
SHANGHAI	LUCHOW	Brit. str.	1 m.	D. R. Davies	BUTTERFIELD & SWIRE	On 29th inst.
SHANGHAI & KOBE	PENANG MARU	Jap. str.	—	Kushibiki	NIPPON YUSEN KAISHA	On 29th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	CEYLON MARU	Jap. str.	—	S. Fujino	NIPPON YUSEN KAISHA	On 29th inst., at 4 P.M.
SHANGHAI MOJI & KOBE	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., LTD.	On 29th inst.
SHANGHAI	KIUKIANG	Brit. str.	1 m.	F. Robertson	BUTTERFIELD & SWIRE	On 3rd Mar., at D'light.
SHANGHAI	TJITJAROEM	Dut. str.	—		JAVA-CHINA-JAPAN LINE	To-day, at 4 P.M.
SHANGHAI	CHOTSANG	Brit. str.	—	S. Homlwood	JARDINE, MATHESON & Co., LTD.	On 27th inst., at Noon.
SAIGON	NINGTO	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 1st Mar., at 10 A.M.
TAMSUI, & KEELUNG VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	T. Konishi	OSAKA SHOSEN KAISHA	To-day, at 2 P.M.
ANPING & TAKAO VIA SWATOW & AMOY	JOSHI MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 29th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS, LAPRAIK & Co.	To-morrow, at 3 P.M.
SWATOW, AMOY & FOOCHOW	HAIHONG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 30th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Lesak	JARDINE, MATHESON & Co., LTD.	On 4th Mar., at 3 P.M.
MANILA, CEBU & ILOILO	TSAN	Brit. str.	1 m.	J. Walker	BUTTERFIELD & SWIRE	On 29th inst.
MANILA	YUE SANG	Brit. str.	—	W. M. Mesnye	JARDINE, MATHESON & Co., LTD.	To-morrow.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	RANGOON MARU	Jap. str.	—	Kusano	NIPPON YUSEN KAISHA	On 2nd Mar. at 3 P.M.
SINGAPORE	FULTALA	Brit. str.	—	S. G. Cave	DAVID SASSOON & Co., LTD.	On 8th Mar.
SINGAPORE, PENANG & CALCUTTA	YATSHING	Brit. str.	—	R. S. Anders	JARDINE, MATHESON & Co., LTD.	To-day, at Noon.
SINGAPORE, PENANG, RANGOON & CALCUTTA	KAGA MARU	Jap. str.	—	B. Tsuda	NIPPON YUSEN KAISHA	
HANKOW	YUNNAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMER	TO SAIL
* KOBE and MOJI	"KUMSANG"	Saturday, 26th Feb., D'light.
* MANILA	"LOONGSANG"	Saturday, 26th Feb., 3 P.M.
†*SHANGHAI, MOJI and KOBE	"FOOKSANG"	Tuesday, 29th Feb., D'light.
*SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Thursday, 2nd Mar., 3 P.M.
† SHANGHAI	"CHOYSANG"	Friday, 3rd Mar., D'light.
* MANILA	"YUENSANG"	Saturday, 4th Mar., 3 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtsze Ports, Chefoo Tientsin, Dalny, Weihaiwei.

‡Taking cargo on Through Bills of Lading to Kudat Labad Datu, Simpornu, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.
GENERAL MANAGERS.

Hongkong, 25th February, 1916. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.
AGENTS

Telephone No. 215.

Hongkong, 16th April, 1915. [24

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS

Telephone No. 215 Sub. Ex. 10
Hongkong, 25th October, 1915. 23

CANADIAN PACIFIC

OCEAN SERVICES, LIMITED.

(PACIFIC SERVICE.)

FROM CHINA & JAPAN TO

CANADA, UNITED STATES & EUROPE

VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"

16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN" REDUCED FIRST CLASS FARES.
"MONTEAGLE" INTERMEDIATE

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF RUSSIA"	22 MAR.	"EMPRESS OF RUSSIA"	17 MAY.
"EMPRESS OF JAPAN"	5 APR.	"EMPRESS OF JAPAN"	31 MAY.
"EMPRESS OF ASIA"	19 APR.	"EMPRESS OF ASIA"	14 JUNE
"MONTEAGLE"	25 APR.	*"MONTEAGLE"	28 JUNE.

* Calls at MOJI instead of NAGASAKI.

For further information, Sailings, Guide Books, etc., please apply to

J. H. WALLACE,
GENERAL AGENT.

[110

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

FROM HONGKONG:	connecting with	FROM COLOMBO

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong ... S.S. "MADAWASKA" ... 30th March.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

90

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON	"KEELUNG"	On 15th April.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to

THE BANK LINE, LTD.,
GENERAL AGENTS

OR TO REISS & Co., CANTON.

Hongkong 12th January, 1916. 104

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NANKIN,"

Arrived Hongkong on 21st February, 1916, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Mongolia."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,
Acting Superintendent.

Hongkong, 21st February, 1916 [1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NORE,"

Arrived Hongkong on 21st February, 1916, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,
Acting Superintendent.

Hongkong, 22nd February, 1916. [1

S.S. "ANDRE LEBON."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Friday, the 25th February, at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 28th February, or they will not be recognised.

All damaged packages will be examined on Friday, 25th February, at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 19th February, 1916. [2

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON, GENOA AND SINGAPORE.

THE Steamship

"GLENSTRAE,"

Captain G. Roger, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 1st Mar., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Mar., 1916, will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Import and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 23rd February, 1916 [322

VISITORS TO CANTON
Should Purchase
"FROM HONGKONG TO CANTON BY THE PEARL RIVER,"
BY
CAPTAIN C. V. LLOYD.
With Illustrations, Maps and Plans.
PRICE $1.75

On Sale at:—
Hongkong: "DAILY PRESS" Office.
" MESSRS. KELLY & WALSH, LTD.
" MESSRS. BREWER & Co.
Canton: MESSRS. A. S. WATSON & Co.

P. & O. S. N. CO.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI KOBE and YOKOHAMA	NOVARA Capt. H. R. Hetherington, R.N.R.	3 P.M. 29th Feb.	Freight and Passage
LONDON and BOMBAY VIA Usual Ports of Call	NANKIN Capt. G. Manley	3 P.M. 9th Mar.	*See Special Advertisement*
SHANGHAI, MOJI, KOBE and YOKOHAMA	MALTA Capt. C. U. Talbot, R.N.R.	About 14th March	Freight and Passage.
LONDON and BOMBAY VIA Usual Ports of Call	*NOVARA* Capt. H. R. Hetherington, R.N.R.	About 24th March	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to —

E. V. D. PARR,
Acting Superintendent.

Hongkong, 25th February, 1916. 11

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HANKOW	"YUNNAN"	On 25th Feb., Noon.
SAIGON	"NINGPO"	On 25th Feb., 4 P.M.
SHANGHAI	"LUCHOW"	On 27th Feb., D'light.
SHANGHAI	"KIUKIANG"	On 29th Feb., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 30th Feb., 4 P.M.
TIENTSIN	"KUEICHOW"	On 3rd Mar., Noon.

DIRECT SAILINGS TOWEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th February, 1916. TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW. AMOY AND FOOCHOW AND RETURN.

Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 25th Feb., at 2 P.M.
"HAIHONG"	Capt. J. W. Evans	TUESDAY, 29th Feb., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 22nd February, 1916. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS; SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

S.S. "FULTALA," 4,154 tons, Capt. S. G. Cave, will be despatched for SINGAPORE, on 26th February.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 21st February, 1916. 27

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	20th Feb	On 15th Mar., 11 A.M.
EMPIRE	16th Mar.	On 8th Apr., 11 A.M.
EASTERN	6th April	On 29th Apr., 11 A.M.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans A duly qualified Doctor and Stewardess are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS

12

P. & O. S. N. CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
		about	about			
1916		1916	1916		1916	1916
—	NANKIN ...	Mar. 6	Mar. 9	‡ MONGOLIA ...	April 9	April 16
Mar. 12	NOVARA ...	Mar. 20	Mar. 24	MALWA ...	April 23	April 30
Mar. 26	MALTA ...	April 3	April 7	KHIVA ...	May 8	May 15
April. 9	NAGOYA ...	April 17	April 21	MOOLTAN ...	May 22	May 29
April. 23	NAMUR ...	May 1	May 5	KASHGAR ...	June 5	June 12
May. 7	NANKIN ...	May 15	May 19	ARABIA ...	June 19	June 26
May. 21	NOVARA ...	May 29	June 2	KASHMIR ...	July 3	July 10
June. 4	MALTA ...	June 12	June 15	MEDINA ...	July 17	July 24
June. 18	NYANZA ...	June 25	June 30	MONGOLIA ...	July 31	Aug. 7

‡ Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£74.	Return	£111.
	"B"	"	"	£68.	"	£102.
2nd Saloon	"A"	"	"	£52.	"	£78.
	"B"	"	"	£48.	"	£72.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£70	Return	£105
	"B"	"	"	£64	"	£96.
2nd Saloon	"A"	"	"	£50.	"	£75.
	"B"	"	"	£46.	"	£69

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATES

PROPOSED SAILINGS

STEAMERS.	Leave Y'HAMA.	Leave SHANGHAI	Leave H'KONG.	Leave S'PORE.	Due at M'SEILLES, if calling	Due LONDON
	about 1916	about 1916	about 1916	about 1916	about 1916	about 1916.
NORE ...	Mar. 13	Mar. 23	Mar. 29	Apr. 4	May. 4	May. 11
NELLORE ...	June 19	June 29	July 5	July 11	Aug. 9	Aug 13
MONGARA ...	July 3	July 13	July 19	July 25	Aug. 23	Sept. 1

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:
1st Saloon £82 Single £87 Return, 2nd Saloon £42 Single: £63 Return

FARES TO MARSEILLES:
1st Saloon £54 Single, 2nd Saloon £40 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For further Particulars apply to-

E. V. D. PARR,
Acting SUPERINTENDENT

26

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE ...	§ IYO MARU Capt. Okamoto	16,000	THURSDAY, 9th Mar., at Noon.
	§ MIYAZAKI MARU Capt. Teranaka	16,000	THURSDAY, 23rd Mar., at Noon
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ TAMBA MARU Capt. Nagasago	12,500	TUESDAY, 7th Mar., at Noon.
	§ YOKOHAMA MARU Capt. Shinobe	12,500	WED'DAY, 15th Mar., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, BAMBOANGA THURSDAY ISLAND, TOWNSVILLE & BRISBANE	§ TANGO MARU Capt. Soyeda,	13,500	TUESDAY 14th Mar., at 4 P.M
	§ NIKKO MARU Capt. Takeda	9,600	FRIDAY, 14th Apr., at 4 P.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	KAGA MARU Capt. B. Tsuda	12,000	WED'DAY 8th Mar
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	RANGOON MARU Capt. Kusano	8,000	TUESDAY. 29th Feb
SHANGHAI and KOBE	PENANG MARU Capt. Kushibiki	8,000	TUESDAY, 29th Feb.
SHANGHAI, KOBE and YOKOHAMA	CEYLON MARU Capt. S. Fujino	12,500	TUESDAY, 29th Feb.
NAGASAKI, KOBE and YOKOHAMA	§ NIKKO MARU Capt. Takeda	9,600	SUNDAY, 12th Mar., at 10 A.M
SHANGHAI, KOBE and YOKOHAMA	§ MIYAZAKI MARU Capt. Teranaka	16,000	FRIDAY, 25th Feb, at 8 A.M.
	§ KITANO MARU Capt. F. E. Cope	16,000	FRIDAY, 25th Feb.

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London	1st	Single	Yen	600.	To Marseilles	1st	Single	Yen 521
" "	"	Return	"	900.	" "	"	Return	" 823
" "	2nd	Single	"	400.	" "	2nd	Single	" 360
" "	"	Return	"	605.	" "	"	Return	" 637

To London, Southampton, Liverpool via New York £60.13.0
" " " " Montreal £60.3.0
To Victoria, Vancouver, Seattle, 1st Single £30.
" " " 1st Return £45.
To Sydney, 1st Single £40. To Melbourne, 1st Single £41.
" " 1st Return £72. " " 1st Return £73.16.
To Yokohama, 1st Return $150. To Kobe, 1st Return $135.
" " 2nd " $90. " " 2nd " $63

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to —

T. KUSUMOTO, MANAGER

TELEPHONE Nos 392 and 1941. 5

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI. MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong.
* DAIREN MARU	8,000 — 14 knots	... SATURDAY, 26th Feb
† NIPPON MARU	17,000 — 15 knots	... TUESDAY, 29th Feb
‡ ANYO MARU	18,500 — 15 knots	... SATURDAY, 11th Mar.
SHINYO MARU	22,000—21 knots	... TUES., 14th Mar.
CHIYO MARU	22,000—21 knots	... SAT., 8th April.
† PERSIA MARU	9,000 — 17 knots	... FRIDAY 21st April.
TENYO MARU	22,000—21 knots	... WED., 3rd May.

* Cargo only. † Via MANILA, Omitting Shanghai.
‡ Proceeding to South America Ports.
Steamer via Shanghai leaves at NOON
" Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.
" " " NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND-THE-WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge

SOUTH AMERICA LINE.

FOR CORONEL via JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.
THENCE BY
TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
ANYO MARU	18,500 — 15 knots	... SATURDAY, 11th Mar.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT.
King's Building.

TELEPHONE 291. 2.3

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA (Without Transhipment)	AMAZONE	On 25th Feb.
	POLYNESIEN	On 8th March.

HOMEWARD

MARSEILLES VIA SAIGON and PORTS (Without Transhipment)	ATLANTIQUE	On 5th Mar., at 5.30 P.M.
	AMAZONE	On 18th March.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY,
Weekly branch line from Saigon to Haiphong,
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

TELEPHONE 740 9

OSAKA SHOSEN KAISHA.



REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST PAUL RAILWAY Co.

FOR VICTORIA AND TACOMA VIA SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA

Steamer	Captain	Leaving
"CANADA MARU" ...	T. Suruga ...	SATURDAY, 4th Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer	Captain	Leaving

FOR TAMSUI AND KRELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU" ...	T. Konishi ...	SUNDAY, 27th Feb., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
SOSHU MARU" ...	A. Kobayashi ..	WED'DAY, 1st Mar., at 10 A.M.

FOR TAKAO (DIRECT)

Steamer	Captain	Leaving

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).
For FURTHER INFORMATION, apply to

H. YAMAUCHI
MANAGER,
Second Floor, No. 1, Queen's Building.

55

PRINTING & BINDING

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"HONGKONG DAILY PRESS,"

WHICH ARE REPLETE WITH ALL THE LATEST AND MOST UP-TO-DATE APPLIANCES FOR THE PROMPT PRODUCTION OF HIGH-CLASS WORK.

10A, DES VŒUX ROAD, HONGKONG.

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
Europe (London 25th Jan., via Siberia) ...	*Yingchow*	25th Feb.
Shanghai	*Kiukiang*	25th Feb.
Europe (London 27th Jan., via Siberia)	*Shantung*	27th Feb.
Europe (English Mail)	*Novara*	28th Feb.
Shanghai	*Atlantique*	5th March
...		
...		
...		

OUTWARD MAILS.

For	Per	Date
Shanghai, North China and Japan via Kobe ...	*Miyazaki Maru*...	Friday, 25th 7.00 A M
Hoihow and Haiphong	*Taesang* ...	Friday, 25th, 7.00 A M
Saigon	*Devawongse* ...	Friday, 25th, 7.00 A M
Hongay	*Nichiren Maru* ...	Friday, 25th, 8.00 A M
Bangkok	*Prometheus* ...	Friday, 25th, 9.00 A M
Shanghai, North China, & Japan via Kobe ... (Europe via Siberia) ...	*Amazone* ...	Friday, 25th, Registration ... 9.15 A M; Letters ... 10.00 A M
(Shanghai British P.O. Monday, 28th Feb.)		
Honkow	*Yunnan*	Friday, 25th, 11.00 A M
Swatow Belawan and Deli	**Jacob*	Friday, 25th 11.00 A M
Saigon	*Fausang*	Friday, 25th 1.00 P M
Swatow, Amoy and Foochow	*Haiching*	Friday, 25th, 1.00 P M
Japan via Kobe	*Kumsang*	Friday, 25th, 5.00 P M
Straits	*Fultala*	Saturday, 26th, 11.00 A M
Japan via Moji	*Bisjan Maru* ...	Saturday, 26th, 11.00 A M
Philippine Islands	*Loongsang*... ...	Saturday, 26th, 2.00 P M
Shanghai and North China (Europe via Siberia) ...	*Luchow* ...	Saturday, 25th, Registration ... 4.15 P M; Letters ... 5.00 P M
(Shanghai Brit. P.O. Wed'day, 1st Mar.)		
Swatow, Amoy, Formosa via Tamsui	*Daigi Maru* ...	Sunday, 27th, 9.00 A M
Straits, ...	*Van Spilbergen* ...	Monday, 28th, 11.00 A M
Australia, Tasmania, New Zealand, via Port Darwin, New Guinea via Thursday Island	*Taiyuan*... ...	Monday, 28th, Registration ... 10.15 A M; Letters... 11.00 A M
Chinwangtao	*Yoi Maru* ...	Monday, 28th, 2.00 P M
Shanghai, North China and Japan via Kobe	*Bokusang* ...	Monday, 28th, 5.00 P M
Philippine Islands, Japan via Nagasaki, Honolulu, Canada, North- and South America via San Francisco and United Kingdom via Canada	*Nippon Maru*	Monday, 28th, Registration ... 5.00 P M; Tuesday, 29th, Letters ... 9.30 A M
Swatow, Amoy and Foochow	*Hai Hong*... ...	Tuesday, 29th, 1.00 P M
Shanghai and North China (Europe via Siberia ...	*Kiukiang* ...	Tuesday, 29th, Registration ... 2.15 P M; Letters ... 3.00 P M
(Shanghai Brit. P.O. Saturday, 4th Mar.)		—: MARCH :—
Swatow, Amoy, Formosa via Takao & Anping	*Soshu Maru* ...	Wednesday, 1st, 9.00 A M
Philippines Islands	*Tsen* ...	Wednesday, 1st, 3.00 P M
Tientsin	*Kuichow* ...	Friday, 3rd, 11.00 A M
Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe ...	*Atlantique*	Saturday, 4th, Registration ... 5.00 P M; Sunday, 5th, Letters ... 9.00 A M

* Superscribed correspondence only

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays
Tai O	8.30 A.M.	—
Tai Po	10.00 A.M. 4.00 P.M.	9.00 A.M.
Cheung Chow	2.00 P.M.	—
Shataukok, Shatin and Sheungshui ...	4.00 P.M.	—
Aberdeen, Autau, Ping Shan, Sai Kung Santin, Stanley	4.30 P.M.	—
Canton, Wuchow and Samshui	7.30 A.M. Regis. 5.00 P.M. Letters 5.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M.	8.15 A.M.
Kongmoon	6.00 P.M. Except Saturdays	5.00 P.M.
Nantau and Sanmei	6.00 P.M.	5.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

From Sheungwan Western Branch, P.O.

For	On Week-Days	On Sundays & Holidays
Macao	7.30 A.M.	8.30 A.M.
Canton	7.30 A.M. 3.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M.	7.00 A.M.
Shek Ki	9.30 P.M.	9.30 P.M.
Kongmoon	6.15 P.M.	6.15 P.M.
Kumchuk	6.00 P.M.	6.00 P.M.
Kaukong	6.00 P.M. Except Saturdays.	6.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.



From top to bottom of a House Hall's Distemper is the quickest, cleanest and most healthful form of decoration, as well as the one which conforms most to the requirements of modern fashion and good taste.

Hall's Sanitary Washable Distemper (*Trade Mark*)

makes beautiful washable walls.

It is applied with a white-wash brush, disinfects, and destroys all microbes, dries like flat paint, and sets hard as as cement. It contains no lead and therefore does not discolour or turn black, nor crack, scale or peel off.

Made in two qualities for inside and outside work; sold and used by decorators everywhere.

Sample Shade Card and full particulars post free on application to

WILLIAM C. JACK & CO., LIMITED.

Sole Agents, South China.

COMMERCIAL.

CLOSING QUOTATIONS.

February 24th.

On London :—	
Telegraphic Transfer	1/11 3/8
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 3/8
Bank Bills, at 4 months' sight	1/11 1/2
Credits, at 4 months' sight	1/11 5/8
Documentary Bill's 4 months' sight	2/— 1/2
On Paris :—	
Bank Bills, on demand	270 1/2
Credits, at 4 months' sight	281
Germany :—	
On demand	nom.
New York :—	
Bank Bills, on demand	46 1/2
Credits, at 60 days' sight	nom.
On Bombay :—	
Telegraphic Transfer	nom.
Bank, on demand	144
On Calcutta :—	
Telegraphic Transfer	nom.
Bank, on demand	144
On Shanghai :—	
Bank, at sight	73 1/2
Private, 30 days' sight	nom.
On Yokohama :—On demand	91 1/2
On Manila :—On demand—Pesos	92 1/2
On Singapore :—On demand	83 1/2
On Batavia :—On demand	109 1/2
On Haiphong :—On demand	3 1/2 % p.m.
On Saigon :—On demand	3 % p.m.
On Bangkok :—On demand	78 1/2
Sovereigns, Bank's Buying Rate	$10.25 p.
Gold Leaf, 100 fine, per tael	$57.60
Bar Silver, per oz	27 1/16 d

Subsidiary Coins.

		per cent.	
Hongkong	20 cents pieces...	$ 8.35	discount.
Hongkong	10 „	8 8.47	„
Canton	20 „	18.28	„
Canton	10 „	17.00	„



EGYPTIAN CIGARETTE STAKES.

1—BOUTON ROUGE
2—SPECIALS
3—FELUCCA

Ais) started, 12 Others.

THE RACING MAN'S FAVOURITES.

BOUTON ROUGE ... $4.20 per 100 Cigarettes.
SPECIALS $3.00 „ „
FELUCCA $3.00 „ „

MANUFACTURED BY

MASPERO FRÈRES AT CAIRO.

18

SHARE LIST.—QUOTATIONS.

Hongkong, 24th February, 1916.

Stocks.	No. of Shares.	Value	Paid up.	Closing Quotations.	Return on Basis of Last Div'd.
Banks.—					
Hongkong & S'hai. Bank. Corporation	120,000	$125	all	$795, x. div. L'don	6 p.c.
China Borneo Company, Limited ...	60,000	$12	all	$10½	
Junction Light and Power Company, Ltd. ...	50,000	$5	all	$3.70, sellers	8½ p.c.
China Provident, Loan & Mortgage Co., Ltd	50,000	$1	all	$4.70, sellers	7 p.c.
Cotton Mills.—	200,000	$10	all	$10	
S'hai Cotton Manufacturing Co., Ltd. ...	40,000	Tls. 50	all	T. 91, buyers	
Kung Yik Cotton S. & W. Co., Ltd. ...	100,000	Tls. 10	all	T. 13, buyers	5½ p.c
International Cotton Manuf'ing Co., Ltd.	10,000	Tls. 75	all	Tls. 72	
Laou Kung Mow Cotton S. & W. Co., Ltd.	8,000	Tls. 100	all	Tls. 71	
Soeychee Cotton S. & W. Co., Ltd. ...	20,000	Tls. 50	all	Tls. 46	
Ewo Cotton Spin'g. & Weaving Co., Ltd	30,000	Tls. 50	all	Tls. 140, buyers	3½ p.c.
Dairy Farm Company, Limited ...	40,000	$10	$6	$29, buyers	
Docks and Wharves.—					4½ p.c.
H'kong. & Kowloon Wharf & G. Co., Ltd.	60,000	$50		$76	3½ p.c.
H'kong. and Whampoa Dock Co., Ltd. ...	50,000	$50	all	$95½ (old), sel. $91½ (new), sel.	
S'hai. Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	T. 51, buyers	
New Engineering & S. B. Works Ltd.	150,000	Tls. 5	all	Tls. 10½, buyers	
S'hai. and Hongkew Wharf Co. Ltd. ...	50,000	Tls. 10	all	Tls. 9)	
Green Island Cement Co., Limited... ...	400,000	$10	all	$10.10, buyers	6½ p.c.
Hongkong Electric Co., Limited	60,000	$10	all	$43½, buyers	4½ p.c.
Hongkong Hotel Company, Limited ...	20,000	$50	all	$112½, buyers	4½ p.c.
Hongkong Ice Company, Limited ...	6,500	$50	all	$130	6 p.c.
Hongkong Rope Manufacturing Co., Ltd. .	60,000	$10	all	$32	4½ p.c.
Hongkong Tramway Co., Ld.	325,000	$5	all	$5.20, sellers	5½ p.c.
Insurances.—					5½ p.c.
Canton Insurance Office Co., Limited	10,000	$250	$50	$420, buyers	6½ p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$161, sales	
Hongkong Fire Insurance Co., Ld. ...	6,000	$250	$50	$410	
North-China Insurance Co., Limited	10,000	$15	$5	Tls. 180	8½ p.c.
Union Insurance Society, Limited ...	14,400	$250	$10	$975, sales	
Yangtsze Insurance Association Ld .	12,000	$100	$20	$245, ex Ex 73	6½ p.c.
Lands and Buildings.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$102½, buyers	
Hongkong Central Estate, Ld. ...	10,000	$100	all	$96, buyers	
Hongkong Land Reclamation Co. Ld.	25,000	$15	$7.	$200	6½ p.c.
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$5.30, buyers	7½ p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$5	$37½	
Shanghai Land Investment Co., Ld. ..	75,000	Tls. 50	all	Tls. 105	5 p.c
West Point Building Co., Limited ...	14,500	$50	all	$37	
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	250,000	Gls. 10	all	Tls. 38½, buyers	
Mining.—					
Ural Caspian Oil Corpn., Ld.... ...	1,000,000	£1	all	35/-, sellers	
Chinese Engineering and M. Co., Ld ..	2,000,000	£1	all	29/-, buyers	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$3.30, sellers	7 p.c.
Tronoh Mines, Limited	160,000	£1	all	27/6	
Peak Tramways Co., Limited ...	25,000	$10	all	$10, buyers	
	50,000	$10	$1	$0.85, buyers	
Refineries.—					
China Sugar Refining Co., Limited	20,000	$100	all	$140, buyers	
Luzon Sugar Refining Co., Limited	7,000	$100	all	$39	5 p.c
Steamship Companies.—					
Douglas Steamship Co., Limited.	20,000	$50	all	$126, sal. & buy.	4½ p.c.
Hongkong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$19, sellers	
Indo-China Steam Navigation Co., Ltd	60,000 pref. 60 000 def.	$5	all	comb. $185½, buy. pref. 49½, buy. def. 136, buy.	7½ p.c.
Shell Transport & Trading Co., Ld	4,047,610	£1	s.l	97/6, buyers	4½ p.c.
Star Ferry Company, Limited ...	40,000	$10	all	$39	
South China Morning Post, Limited	6,000	$25	all	$29	7½ p.c.
Steam Laundry Company, Limited	20,000	$5	all	$5½	
Stores and Dispensaries.—					7 p.c.
Powell, Wm., Limited ...	21,000	$7	all	$5	9 p.c.
Watson & Co., A. S., Limited	30,000	$10	all	$5.85, buyers	6 p.c.
Union Waterboat Co., Limited	50,000	$10	all	$15½	

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896.	Tls. 787,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

FORTHCOMING EVENTS.

TO-DAY

11.30 a.m.—China Provident Loan & Mortgag Co., Ltd., Meeting of Shareholders.

TO-MORROW

2 p.m.—Hongkong Race—Off Day.
9.15 p.m.—Boxing at the Y.M.C.

Thursday, 2nd March :—
11.30 a.m.—Hongkong & Kowloon Wharf & Godown Co., Ltd., Meeting of Shareholders.
Friday, 3rd March :—
Annual Flower and Vegetable Show in the Botanic Gardens.
Saturday, 4th March :—
9.30 p.m.—"The Angel in the House," by the Hongkong Amateur Dramatic Club, in aid of Blue Cross Fund.
Monday, 6th March :—
9.30 p.m.—"The Angel in the House," by the Hongkong Amateur Dramatic Club, in aid of Blue Cross Fund.

ON SALE.

DIRECTORY OF PROTESTANT MISSIONARIES FOR CHINA, JAPAN AND COREA.

Hongkong Daily Press Office

Price:
Cloth Cover $1.25
Paper „ 0.80

Hongkong, 21st December, 1915.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds :—
Sterling £1,500,000, at 2/— $15,000,000
Silver $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors.

W. L. Pattenden, Esq.—Chairman.
S. H. Dodwell, Esq.—Deputy Chairman.
G. T. M. Edkins, Esq. | Hon. Mr. D. Landale.
C. S. Gubbay, Esq. | J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak. | Hon. Mr. E. Shellim.

Chief Manager:
Hongkong—N. J. Stabb, Esq.

Manager:
Shanghai—A. G. Stephen, Esq.

London Bankers:
London County and Westminster Bank, Limited.

Hongkong Interest Allowed.
On Current Account at the rate of Two per cent. per annum on the Daily Balance

On Fixed Deposits.
For 3 months, 2½ per cent. per Annum.
„ 6 „ 3½ „ „
„ 12 „ 4 „ „

N. J. STABB,
Chief Manager.
Hongkong, 21st February, 1916. [9

THE BANK OF CHINA GOVERNMENT BANK

(Specially Authorised by Presidential Mandate of 15th April, 1913.)

Authorised Capital $60,000,000
Paid-up Capital $10,000,000

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.
Shanghai: Nanking: Chinkiang, Yangchow, Wusieh, Wuku, Anching, Tatung, Tsinkiangpo, Soochow: Hankow: Shashi, Ichang, Nanchang. Tientsin: Paoting, Tongshan Luanhsien, Tsanghsien, Hsingtai. Hangchow: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. Kaifeng: Changteh, Sinyang, Loho, Chowkou. Tsinan: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtuh, Haiming, Chefoo, Tsingtao. Taiyuan: Yuncheng. Foochow. Changchun: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung, Canton. Kuhsiang. Peking Kaihua, Suiyuancheng, etc., etc.

CANTON BRANCH

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange

Hongkong, 13th October, 1914. [171

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

Paid-up Capital... £1,200,000
Reserve Fund £1,200,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON
Manager.

Hongkong, 8th June, 1914. [133

BANKS

THE BANK OF TAIWAN, LIMITED.

(Incorporated by Special Imperial Charter).

Capital Subscribed Yen 20,000,000
Capital Paid-up „ 12,500,000
Reserve Funds „ 4,150,000

President: Tetsutaro Sakurai, Esq.
Vice-President: Kojuro Nakagawa, Esq

Directors.
Iwatoshi Sada, Esq.
Kyuroku Yamanari, Esq
Shingo Minami, Esq.

HEAD OFFICE
TAIPEH, FORMOSA (TAIWAN).
Branches and Agencies.

Akoa	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shangha	Taito
Foochow	Kinkiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	Londoa	Swatow	Tokyo

London Bankers :—
Correspondents at Cheribon Chemulu, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden Moji, Nagasaki, Nagoya, Semarang, Seoul Shimonoseki, Seerbaya, Tientsin, Yokohama Zamboanga, Haiphong, Hanoi, Saigon, Bangkok

HONGKONG OFFICE:
3, Des Voeux Road.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits.

Y. KIKUCHI,
Manager.
Hongkong, 10th February, 1916. [82

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London.

Authorised Capital£1,500,000
Subscribed „ 1,125,000
Paid-up „ 562,500
Reserve Fund 500,000

Bankers:
The Bank of England.
The London Joint Stock Bank, Limited.

Branches

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore

Hongkong Branch.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN,
Acting Manager.
Hongkong, 9th September, 1915. [79

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
J. J. STABB
Chief Manager
Hongkong, 2nd November 1914. [10

Printed and Published by Henry Adolphus Cartwright, of The Hongkong Daily Press, Ltd., at 10A, Des Voeux Road Central, Victoria, Hongkong
Pri London Office 131, Fleet Street, E.C.